

# The Hongkong Telegraph.

## MAIL SUPPLEMENT.

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SHANGHAI CORRESPONDENT.

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##### BIRTHS.

On the 21st November, at Snochow, the wife of A. C. BOWEN, of a daughter (Frances Jean).  
At Shanghai, on the 27th November, the wife of G. H. BUCHANAN, of a son.  
On December 1st, a daughter was born to Dr. and Mrs. C. F. S. LINCOLN, of St. John's College, Shanghai.  
On the 2nd and 3rd, at Shanghai, the wife of F. A. DE ST. CROIX, of a son.

##### MARRIAGES.

On the 10th Nov., at Bombay, HERBERT GRAYHURST PEARSON, Barrister-at-Law Calcutta, second son of the Right Hon. Sir Charles Pearson, Edinburgh, to ANNE ERSKINE, third daughter of the late E. ERSKINE-SCOTT, Esq., of Linburn, Wiltshire, Middlesex.  
On December 5th, at the Wesleyan Chapel, by the Rev. C. H. BONG, WILLIAM HENRY, eldest son of George C. Donald, Esq., of Sydney (N.S.W.), to MARY, younger daughter of Robert Wall, of Sydney. No cards.

##### DEATHS.

At Sea, between "Sardinia" and the 16th November, EDWARD, FREDRICK GROWSE, I.C.S., late Commissioner of Orissa, in his 46th year.  
On the 23rd November, at Tientsin, JULIA CATHERINE REID, of Tientsin and Shanghai, aged 59 years.  
On the 30th November, at Shanghai, HANS SOPHUS BOJSEN, second son of the late Carl Christian Bojzen, D.M., aged 22 years.  
On the 3rd December, at Kowloon, TAN ANTONIO BOTELHO, aged 18 years.  
On December 5th, at 11 p.m., at Kowloon Docks, LACHLAN M. KERR, Superintendent Shipwright, and for many years in the service of the Hongkong and Whampoa Dock Company, aged 49 years. Deeply regretted.

## The Hongkong Telegraph

MAIL SUPPLEMENT.

ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, DECEMBER 9, 1905.

### THE RISING DOLLAR.

(2nd December.)

Singapore, like Hongkong, is greatly concerned about the rising dollar, and the cry which is heard here from those who are paid on a sterling basis is making itself heard in the southern port. The bitter complaint of Government servants that the purchasing power of their salaries is falling every day, while those who are paid in silver do not notice any appreciation, is quite as true of

Hongkong as it is of Singapore, and we might say of the East. A few firms in this Colony have reduced their prices, but for the vast majority of articles people are paying exactly the same number of cents or dollars as they did when the dollar was at one shilling and eightpence. The worst of it is that the goods, certainly most of the imported goods in Hongkong at the present time, were purchased when the dollar was cheap, so that people here are really paying from 15 to 30 per cent. more for the goods to-day than they were six months ago. Yet no merchant ever failed to raise his prices when the dollar fell in value. It would not be at all surprising, if the dollar fell to one shilling and eightpence next week to learn that on account of the reduced exchange rate at which the dollar was quoted, merchants found it necessary to increase their prices, and, of course, we all know that once a 15 or 20 per cent. rise is mutually sanctioned that is the price at which the article will be sold for the future, no matter if the dollar rose to half a sovereign. While those who are being paid in sterling undoubtedly feel the effects of the rate now prevailing, it is equally true that those who have always been paid in silver are reaping no advantage. House rents are the same as before, there has been no fall in the price of provisions, the cost of wines and liquors, except in rare cases, is just what it was twelve months ago, and in fact nobody except the remitter and those who gamble in the money market stands to gain anything by the increasing value of the dollar. According to the *Eastern Daily Mail*, "the rate of exchange" is higher than it has been for the last ten years, during which period home prices for imported goods have practically been stationary. Yet we are paying at least 25 per cent. more for imported goods sold by retailers than we did ten years ago. House rent, servants' wages, and, in fact, everything that a European requires have also greatly increased in price during the last few years, whereas salaries have remained at a standstill with the silverites and have materially diminished in the case of the goldites. It would appear that the only people in the Colony who are making any profit out of the present unsatisfactory state of things are the banks, retailers and hotel keepers, and the latter, not content with a twenty-per-cent. increased profit on their drinks, must need add insult to injury by measuring out their refreshments with mathematical exactitude by means of a patent invention which makes one *stengah* into two. That would seem to be the most unkindly cut of all, first to rob a man by charging a price which brings four or five hundred per cent. profit, and then to steal the article he has paid for outrageously from his grasp. It would not be quite so bad if one understood that though he was suffering, at least his friend who endured the evils of a fluctuating dollar not so very long ago was gaining, but that is not at all evident. The vast majority of people are *employees* and that is the very class which is hardest hit by this daily rise in the dollar. The uncertainty which a man may receive at the end of the month may have one good effect in inducing the thriffliness to look after the white metal before parting with it, which will have beneficial effects on the community at large. The day that the dollar is based on a fixed standard will be the brightest for all who are not speculating in the value of silver.

### REGISTRATION OF PARTNERS.

(4th December.)

Our readers will remember that not long since we printed a special telegram from our Singapore correspondent to the effect that the Chinese commercial community in Penang were opposing the passage of the Registration of Firms Bill that had been read a first time at a meeting of the Legislative Council at Singapore. As originally arranged the second reading was to have been moved at the meeting on the 24th ult., but it was not brought forward. This was in all probability due to the absence of the Penang members, who are desirous of taking part in the debate before the Bill reaches the committee stage. The measure brought forward by Mr. Collyer, on November 2nd, is a great advance on the Bill laid before the Legislature in 1888, which failed to become law owing to the inconclusive and unsatisfactory manner in which it was drawn up. That Bill was condemned because it did not go far enough; its scope was so narrowed as to make the Bill practically ineffective. In the first Bill the registration of partnerships was to be purely voluntary whereas in the present Bill registration is compulsory. During the past two years there has been heard in Singapore as in Hongkong a great deal about the stagnation of trade, the tightness in the money market, the failures in the native bazaar, and the gloomy prognostications as to the prospects of trade generally in the near future. The reasons for the depression in commercial and financial circles are not far to seek. The *Eastern Daily Mail*, which devotes a lucid leading article on the subject, finds that the undeniable set back given to business throughout the East, consequent upon the recent Russo-Japanese War, the results of over-trading generally during the year immediately preceding the outbreak of hostilities, and the land boom reaction have all contributed in some form or another to the disasters that have befallen trade in Singapore. Then again, it must not be forgotten that the alarming fluctuations in exchange have also had a deterrent effect upon Far Eastern trade and, lastly, credit generally has suffered, one reason among others being the non-registration of partnerships. It is true in the Straits as in this Colony that

European and American manufacturers and merchants have been, and are compelled to limit their business because of the imposing conditions under which they are forced to trade, and by reason of the uncertainty as to whether they are trading with proprietors or partners in substantial business "chops" or with "men of straw." Our Southern contemporary asserts that, when partnerships are duly registered, a fillip will be given to trade which can hardly be measured; the results of which can only be weighed the petty opposition that exists against the Bill led by a small minority of self-seeking merchants who are afraid of a little wholesome outside competition which the new order of things will undoubtedly bring about. The Bill now before the Legislative Council at Singapore, as readers of the *Hongkong Telegraph* will have gathered from the resumé appearing in these columns some time since, is one which, if passed, will largely contribute to the increase of trade by removing a great obstacle, besides affording better protection to the European merchant, both in the East and on the other side of the world. As is pertinently pointed out in the journal we quote, in the Straits as well as in Hongkong, we require no restrictions to our trade; we welcome all efforts put forward tending to foster our manufactures and industries, all conscientious endeavour made for the purpose of increasing our trading facilities and improving our financial credit. The registration of partnerships will do much towards that desideratum. It is rumoured that a few prominent merchants and Chinese dealers in the Straits have expressed opinions against the new Bill, but it should be pointed out again that one of the clauses explicitly states that the Bill will only be compulsory with firms started in the future; what their objections to that clause may be it is difficult to surmise. It is further understood that the Chinese Advisory Board are also against the new Bill, and it will be very interesting to hear the arguments that can be adduced by the Chinese members when the Bill comes under discussion. The late official assignee in Singapore, time after time, admitted that in the present state of the law he could accomplish little or nothing in the discovery of mythical partners in the numerous "chops" that come within his jurisdiction in the bankruptcy Court. In Hongkong, on the other hand, similar utterances have been heard time and again. It has ever been a difficult matter to ascertain who is, or who is not, a partner in a native "chop." Merchants in the sister Colony, in the opinion of our contemporary, should hail the new Bill with unqualified delight; it will not eradicate all the disabilities under which business is conducted, but it will alleviate in no small degree the difficulties in obtaining information which is often so necessary. It is now apparent that an attempt has been made to grapple with the many difficulties in a thorough manner. The *Eastern Mail* accords the new Bill all support, confidently anticipating the enactment being placed upon the Statute Book in the near future to the lasting benefit of commercial interests generally throughout the Straits Settlements. It is a sound view having many staunch supporters in our own midst.

### APPROACHING DEMISE OF RUSSIAN AUTOCRACY.

(5th December.)

In a recent article on Russia's peril, following on the procrastinating policy of her Government in effecting political reforms on the lines demanded by the long-suffering people, a contemporary remarked that Russia is to-day more sorely vexed than she ever has been by industrial disorders and strikes. The *S. P. Chronicle* succinctly recapitulates the petition to the Tsar and his reply. When the Mayors and Presidents of the Zemstvos petitioned His Majesty several months ago to call a national assembly which should have a voice in the management of the affairs of the Government, he dismissed the deputation with fair promises. But when the imperial rescript was finally issued, after a long delay, providing for the meeting of a national assembly, its powers were so circumscribed that it was made merely an advisory body, at best, restricted in its discussions and recommendations to matters of minor importance. The imperial ukase prohibits the discussion of the more vital questions and principles of government. The Douma, or national assembly, is not endowed with any legislative functions. The Tsar retains autocratic authority. The assembly will not, in fact, be a representative body, as all of the industrial classes and 80 per cent. of the professional men in the empire are excluded from the right of suffrage in the election of its members. It has been stated that the Zemstvos, or Councils for political self-government, are widely regarded by Russian reformers as the bases on which might be built the fabric of social and political liberty. From 1867, when the Tsar Alexander II. made considerable alterations in the law relating to local government, down to 1879, when municipal self-government was conceded, hopes ran high; but generally the power of the ruling classes in the Zemstvos has increased, the peasants have been deprived of the right of electing their representatives, who are now nominated by the Government of the provinces. The decisions of the Zemstvos are now made subject to the approval of the Government. In every case, whether the decisions are in accordance with the law or not, similar limitations also weigh heavily upon other efforts of local self-government. The Russian people since the publication of the

Tsar's ukase have had many weeks in which to study the composition, and powers of the coming assembly, and they find that, "having asked for bread they have been given a stone," that the organization will not represent the people and that they do not get through it a voice in the affairs of the Government. In the words of the *American Journal*, "the popular patience with the Tsar and his advisers seems now to have been exhausted, and the agitation for political reforms and representative government has taken a more aggressive form than it ever did before, without instituting an armed rebellion." The people are showing their power by paralyzing the internal commerce and industries of the empire, through refusing to operate the railways, and are demanding universal suffrage and other political concessions as their only terms of reconciliation with the Government. The appointment of Count Witte as Premier and the latter's promises to revise the electorate for the national assembly and broaden the latter's powers are in the form of an imperial "eleventh-hour repentance." It looks as if these partial concessions were made too late, and that the people will not stop short at anything now save the establishment of a constitutional government in the fullest meaning. Russian autocracy is approaching its demise.

### CIVIL SERVICE SALARIES.

(6th December.)

Once again we return to that all-important question which is exercising the minds of the householders and *employes* in Hongkong, the disastrous effect which the increased value of silver has on the spending power of the dollar—an effect experienced and realised not only by those who lament that they are paid on a sterling basis but also by those who receive their wages or salaries on the silver standard. Frequently it is difficult to make the recipients of sterling salaries understand that they are not the sole sufferers when the dollar rises. They are so intent on the diminishing number of dollars paid to them monthly that they are blind to the tragedy of those who, being paid small wages, are compelled to follow the fluctuations of the silver market without a voice in the matter, and to watch the increasing cost of house-rents, food and all the necessities of life without having any corresponding increase in their meagre incomes, to meet the greater outlay required. The case of the small officials in the public service of the Colony is particularly hard and deserves the championship of all who appreciate the valuable work they contribute to the Colony's service. It is not the question of remittances which affect them. Having been born in the Colony, or having established all their interests here, they are not affected by the actual exchange with gold countries; but they are grievously affected by the increased and apparently increasing cost of living due partly to local conditions and mainly to the rapacity of the minor merchants with whom they deal. Their every penny is drained from them as the result of the high prices prevailing for every article of produce, and their house-rent which, we take it, is the principal item in their expenditure, shows no sign of abatement. This question of the salaries paid to the junior officials in the public service is no new affair. It has been mooted time and again, and not only in Hongkong but also in Ceylon, where the Government has been in correspondence with the Secretary of State on the subject for over two years. As the result of those communications the Government of Ceylon have now submitted certain recommendations to the Legislative Council, which are highly important and may be taken as a guide for Hongkong. Both those who are paid on a sterling basis and those who are on a scale formed on the currency of the country are considered in the scheme of reforms which have been drafted by the Lieutenant-Governor of Ceylon. The recommendations therein set forth substantially bear out the conditions which we have consistently urged in our columns for the amelioration of the condition of the clerical service in Hongkong. The proposals laid before the Legislative Council of Ceylon relate practically to all classes of public servants in that Colony, and if carried out will probably entail an additional expenditure of not less than Rs. 500,000 per annum. For the purpose of dealing with this matter, His Excellency remarked, the Colonial service had been divided into three great classes—the class of officers who are ordinarily recruited in Europe; the class of officers, other than and, speaking generally, above the rank of clerks, who are ordinarily recruited in the Colony; and the clerical service in all its branches and ramifications. "All these classes have suffered from the greatly enhanced cost of living; the first class has suffered from that cause, but also and more especially from the fall, since the scales of salaries was fixed in 1870, or earlier, in the exchange value of the rupee for purposes of remittance to Europe." It is therefore proposed to fix the salaries of the first class in sterling, but that it is not of so much importance to Hongkong because the rupee has a standard gold value, which fluctuates scarcely at all. The second class will be paid in the currency of the country, if this measure is passed. His Excellency remarks of them—"They have undoubtedly suffered by the increase of prices, and they feel the pinch generated by the higher class of living which the much augmented prosperity of the Colony has generally induced." That is mild and moderate language from the point of view of the sufferers, and hardly expresses the real hardships which they have endured in consequence of the high prices in vogue. Few out-

side—that circle can tell the manoeuvres and shifts to which that class has been put in order to make their little spin out and get both ends to meet. They do it, but at what a sacrifice to themselves and their families! With regard to the third class, those in the clerical service of the Ceylon Government Departments, they are also described as suffering by the increase in the cost of living. A scheme of improvement is being arranged on their behalf also. The great point is that the Government of the Colony to which we have referred recognise the real hardship of the middle-class of public servants owing to the higher standard of living—and more especially owing to the higher cost of every article of necessity. In Ceylon it is proposed to increase the number of the better paid and to diminish proportionately the number of the worse paid appointments in the various branches of the service mentioned. "The effect," says the *Lieut. Governor* in presenting the scheme, "will be to accelerate promotion, and so it is expected to improve the general efficiency of this branch—(that is to say, the second class generally recruited from the Colony)—of the public service. The initial cost is not very considerable, but gradually there will be added to the salaries of this body of deserving public servants a sum estimated at Rs. 155,500." One of the most gratifying features of the report on the subject lies in the fact that the Secretary of State expressly intimates his desire that this or some similar measure should be passed without delay, in view of the delays that have occurred in the consideration of this matter. The question is certainly one which does not admit of further delay. It is quite as urgent in Hongkong as in Ceylon. How some of the class which is spoken of as No. 2 manage to maintain themselves respectably, live in comparative decency with rents at the top notch, and educate their children is a mystery to every thinking man. It argues sleepless nights and a daily awakening to unremunerative toil which, while it may be chastening, is a distinct reflection on the Government. Life is hardly worth living at the price. None of the family can afford to get ill; few of them can afford the smallest luxury and, hard pushed as they are, they see even their humble cents flying away quicker every day. Just for the present there is an inclination, which cannot be too highly commended, on the part of a very few of the larger firms to reduce their prices. But that does not benefit the great majority of people of whom we are speaking. Does any one suppose that they deal with the great emporiums? They are more likely to patronise the small shops, whose prices are not likely to fall yet awhile. So comes to this, that we have on the one hand the sterling paid *employes* complaining that he is suffering through the rise in silver and the middle-class man, who is paid in the local currency, benefiting in not the very slightest degree. The former, however, had all the advantages when the dollar stood at a minimum; the latter is always the sufferer. Rise or fall, he is the victim, and it must be a poor spirit which cannot sympathise with him. We hold no brief for this long-suffering individual to urge this cause in public; but in justice to that section of the community in which he belongs—the section which, apparently, receives the least sympathy from those in authority—we feel that too much cannot be said on their behalf, and it will be our endeavour to press upon public opinion, in, as well as out of, season, the claims of these smaller officials—"this body of deserving public servants" as the Ceylon *Lieut. Governor* calls them—for consideration at the hands of the Government of Hongkong.

### THE REGISTRATION OF PARTNERSHIPS.

(7th December.)

The trend of commercial opinion in the Straits Settlements regarding the merits of the Registration of Partnerships Bill—which is an admitted necessity if business is to be transacted in a legitimate and above-board fashion—has been watched with the utmost interest in Hongkong, since a similar measure is desirable here also. The Bill was framed by the Government law officers, assisted by the advice of the official Assignee, and was thereafter submitted to the Chamber of Commerce of Singapore and Penang for consideration and report. Singapore merchants expressed themselves against the Bill, with only three dissentients who could probably be named. The Penang Chamber, despite a long letter from the Singapore body urging them to co-operate with them against the Bill, resolved to support the measure, although it was of opinion "that certain provisions require considerable amendment," but it added that it thanked the Government for introducing the Bill. "Until we see the reasons of the Singapore Chamber for rejecting the Bill, it is impossible to understand on what grounds they were induced to oppose it. It cannot be that they objected to the principle of the Bill. No doubt, a few of the older firms who have managed to subsist without a Registration of Partnerships Act were inclined to be suspicious of any legislation which proposed to deal with trade; but in our opinion the real objection to the Bill is the extraordinary timidity of merchants in the East. They say, on the one hand, that a law on the subject is essential to the proper conducting of business. Then when it is proposed to help them, to punish the fraudulent and to set up a measure which has worked satisfactorily in the United Kingdom and in India, they hastily draw back and begin to be frightened of their own

shadow. Official and legal opinion is quite clear that the Bill is necessary. The mercantile community hesitates to deny the fact, but finds fault with every measure submitted. As the official Assignee in Singapore has said—"A few of the older European firms consider that they will not be benefited by such a measure; but he pertinently asks, in what way will they be harmed?" What is there to hide, and how would the passing of such a Bill into law adversely affect trade? The same official who is an acute reasoner proceeds: "Again it has been suggested that, if partners have to register, rich Chinamen will cease to invest their capital in trade; but there is more than one way of having money in a firm and getting a share of the profits without becoming partner, and a Chinaman, in the last person to be deterred from investing money, is a concern that he expects to pay. Registration would show that such men were not partners; at present the firm gets credit on the strength of reports that such a man has money in the firm." Everything in the Bill tends to protect the honest firm and to sweep the swindling fraternity out of existence. At present in the Straits Settlements as in Hongkong there are no means extant whereby it is possible to discover the real partners in a firm. Trusting to the outward and apparent respectability of a firm, a mercantile house rather than lose a good order would possibly, indeed, in all probability—accept the order of chance that not having been defrauded in the past they could take the risk on this occasion. Then when the crash comes it is found that the real members of the firm were men of straw while those who figured, either implicitly or by actual assertion, as the staunch, solid partners who could make good any defect, have, as much connection with the defunct concern as the man in the moon. That has happened repeatedly, and it will happen again. It will so long as there are no proper safeguards to protect the creditor firm against the rascals of the debtor. What possible objection can there be to the disclosing of the partners' names? No English firm of repute would object for a moment and it is certain that all the first-class Chinese firms would be ready to follow that example. For the firm which is carrying on a straightforward, honest business has nothing to fear. It is the shady croak that finds himself up against a dead wall. Naturally he screams impotently; he shouts and protests that he is ill-used, and he will get a certain amount of sympathy from those who are frightened at the unaccustomed condition of things. The members of the Singapore Chamber of Commerce represent firms of the highest standing, but on the principle that discretion is the better part of valour on this occasion they have run away from the question. They have hesitated to give the Registration Bill a trial and were lost. We are told by the official Assignee for the Straits Settlements that last year "the liabilities in estates of debtors against whom receiving orders and administration orders were made amounted to \$1,294,982.42 in Singapore and \$195,934.48 in Penang, giving an average of 13.09 and 19.49 per cent. of the liabilities for the two Settlements respectively." In another part of his report the official Assignee states that in eighteen cases the debtors or all but the sleeping partners absconded or were not to be found. And he makes a choice remark about the non-absconders. He says: "The failures of those traders who did not abscond were almost all either distinctly fraudulent or characterised by trading with knowledge of insolvency." Yet in the face of that the merchants who have been defrauded prefer to be without a Registration of Partnerships Act. However, it is just possible that the Government setting the judgment of Penang against the hesitancy of Singapore may decide to give the provisions of the new Bill a trial in which case they will have the support of very many in the commercial world. At all events a trial is wanted, and why not in Singapore? Then it would be understood in a practical form whether this so-called interference with trade was justified or not, and if it were found to be unworkable nothing easier than to abrogate the Act. It would be a boon appreciated by merchants alike in the Straits Settlements (or a large proportion of them) and Hongkong to have the question tested by an actual trial.

### THE ROYAL VISIT.

(8th December.)

Prince Arthur of Connaught arrives in Hongkong on the 9th of February, according to the despatch of the Secretary of State and, after visiting Canton, will leave four or five days later for Japan, whence His Royal Highness will present the Garter to the Emperor of Japan. While this is an interesting event, that the noblest honour in Great Britain should be conferred on the head of our great Ally, it shrinks in local importance by the announcement that His Royal Highness is to stay in this Colony for several days. It must be remembered that all the public movements of a Prince of the Blood Royal are only sanctioned by the King, and His Majesty is not to be turned from his purpose by any specious pleas of time and tide. It is a pre-determined affair, and the fact that the King, in the person of his nephew, has decided to honour Hongkong is not lightly to be



passed over. That those who represent the city in commerce and trade generally will allow the occasion to pass unheeded is out of the question; already several suggestions have been made as to the manner in which the visit should be recognised, but with that we have nothing to do at present. What must be borne in mind is the significance of the visit to Hongkong. At the present time, Hongkong has embarked on a scheme of finance with China which brings this home on the mountain-side within measurable distance of Threadneedle Street. It is a certainty that His Majesty—who is greater by his title of "all the seas" than any of his predecessors, greater even than King Richard the Lionheart, or his great namesake, the first of his name—has well thought out the itinerary of the journey. Does it not appeal to anybody's mind that the visit to Canton should be specifically mentioned? If the Prince is "ordered," or shall we say "commanded," to visit Canton, surely we may draw our own deductions from the visit contemplated. The Prince, who, to be genealogical, is the second child of the Duke of Connaught, and the eldest son, born on January 13, 1883, and, therefore, when he reaches Hongkong, just 23 years old, has had no opportunities of exerting that diplomatic gift which belongs to the family of His Royal Highness. But in the Blood Royal of Great Britain there is, as we have frequently seen, a gift which transcends ability, and that is tact. Prince Arthur of Connaught will not consummate treaties, but he may do far more by the exercise of a winning nature, coupled with an innate knowledge of people. Of course, it seems absurd that a young man of 23 should accomplish things which veterans have vainly sought; but, while we do not believe the cry that this is the day of the young man, in all correct, we believe that it is possible for a relative of His Majesty the King to lay a foundation which none can disturb, even in the Chinese Empire. It is with no pride, but rather with a spirit of sorrow and compassion, that all of us have marked the progress of other of some of the royal princes in the East. Russia sent an emissary who was nearly murdered—that was the most notable case; other countries sent emissaries which were more or less puppets, but Great Britain has never sent one of Royal blood. Be it understood, that there is no detraction of others; only Prince Arthur comes to the East on a mission which has no personal object and certainly no personal gain. His Royal Highness brings the greatly coveted Order of the Garter—the premier Order in the world—to the Emperor of Japan, and being himself a knight of that distinction, he can seek no honours. He is the herald of amity between Great Britain and Japan, the tangible and personal seal of the Treaty. But Hongkong happens on the way, and Hongkong is adjacent to Canton. There was recently a great Commission to Canton, and the astute Viceroy Shum was ill; will he be ill when the representative of King Edward visits that city? The question is one of the future, but the answer can be left to our readers. It is the distinction and the misfortune of Royalty to be in evidence, always in the blaze of public opinion. This journey has nothing but pleasure and friendship as its motive. Still the Cabinet, the old Cabinet, says that the Prince should enjoy himself in Hongkong. No better recognition of the status which Hongkong holds in the eyes of the Empire and of the King could be found. It is needless to say that the Colony will honour a guest who is actually more than a representative of His Majesty, and by our Chinese fellow-citizens, we can voice the conviction, that the heartiest and most loyal support will be accorded to any scheme of reception which is certain to be framed by a representative committee which will be appointed in due course. Fortunately, we have as Governor one who enjoys the confidence of all parties, and more fortunately still our governors do not shift and change with passing political events. Therefore we may assume that the visit of His Royal Highness to Hongkong, as briefly announced by His Excellency yesterday, will be recognised in a manner which will even outdo the welcome which we gave to His Royal Highness's father not so many years ago. Hongkong will honour itself in honouring the Prince, and Hongkong will get the credit when China in the person of the Viceroy at Canton comes closer to that bond of unity which we all desire. Diplomacy to-day is unknown; tact conquers all, as the Latins might have said, and in the person of the Prince we believe that tact will prevail. Beyond all other things, Hongkong will welcome the young Prince of Connaught for the honour in breaking the journey here, and the redoubled honour of recognising the importance of the Colony. If people in Hongkong puff out their breasts a little more and swagger with a higher swing, who can blame them?

#### CHINESE EXCLUSION.

As might have been expected, some definite pronouncement was certain to be made by President Roosevelt, at the opening of the United States Congress the other day, on the subject of the exclusion of Chinese from America in reference to the boycott. It is pleasing to note from Reuters cable that, in his message to Congress, the U.S. President realised that the main cause of the boycott in China had been the resentment of the Chinese students and merchants at the harshness of the American law towards the educated Chinese. And it is still more satisfactory to learn from the American President that the better classes of China should be encouraged to go to America and be treated on exactly the same footing as other foreigners of a similar class, only Chinese labourers being excluded admission into the States. At the very first meeting of the Washington Cabinet held on October 3, the most interesting subjects discussed were, first, the Chinese boycott against American goods; and second, the reconsideration of complaints made by the Chinese Government against the methods of execution of the existing Chinese exclusion laws. The important fact developed was

that the President's efforts last summer to allay the indignation of the Chinese by a circular of instructions to the American Minister to China and consular officers therein had in a measure failed of its purpose and required considerable amendment to secure the object sought. Mr. Rockhill himself reported that it had not been found possible to carry out the instructions contained in the circular without doing great injustice to worthy Chinese and imposing burdens too heavy to be borne upon the American Consuls. It will be remembered that, when Secretary Taft was in Hongkong on his return visit from the Philippines, with the Congressional party, he had a somewhat lengthy discussion with a few of the Chinese members of the community on the subject of the exclusion of Chinese from American territory. Secretary Taft then promised that the reasonable suggestions put forward on behalf of the Chinese would receive due consideration in proper season. Being freshly from the East Secretary Taft at the first Cabinet meeting took a prominent part in the discussion when it was broached by Secretary Root and presented some of the results of his observations on his Oriental trip. It transpired that the requirement that American Consuls identify the Chinese seeking certificates admitting them to American ports imposed a task upon those officials beyond their ability. The Chinese applicant frequently came from some place far distant from the American Consulate and the Consul was consequently obliged to refuse to identify as proper persons to be admitted to the United States many worthy Chinese, which, of course, led to bitter complaint and fostered the boycott feeling. Secretary Taft also brought forward the instance, that was urged upon his attention at Government House here, in which a Chinese merchant who desired to send his son as a shop assistant to his branch store in the United States, with a view to ultimately admitting the son to partnership, found that the boy was barred on the charge that he was a coolie. It was represented at the meeting that Chinese living in the British and French and Portuguese Asiatic colonies, being really citizens of those nations, did not see why they could not be admitted to America under proper passports, instead of being required to produce the unpopular certificates. These were only a few of the complaints made against the administration of the existing exclusion law. We gather from a San Francisco despatch that the trend of the opinion in the Cabinet meeting was that these complaints, after all, were directed rather against the construction placed upon the law than against the Act itself, and especially against the definition given in California to the term coolie, so it was practically decided that some important changes in the present regulations must be made. Taken in conjunction with the reported statement of the President's congressional message, there is every hope that the educated class of Chinese will have their righteous grievance removed and labour no longer under the invidious disabilities to which they were unjustly subjected.

#### TELEGRAMS.

##### "HONGKONG TELEGRAPH" SERVICE.

##### RUSSIA AND CHINA.

##### A MAGNANIMOUS OFFER.

DISCLAIMS LIABILITY, BUT PROVES AFFECTION.

[From Our Own Correspondent.]

Shanghai, 8th December, 3 p.m.

M. Pokotiloff, the Russian Minister to China, has informed the Wai-wu-pu that Russia cannot recognise that she is under any obligation to indemnify the Chinese for losses arising out of the Vladivostok riots. As an evidence, however, of the friendship which Russia bears towards China and the Chinese people, he promised that he would endeavour to persuade his Government to grant some pecuniary relief to those Chinese merchants who suffered by the recent disturbance at Vladivostok.

#### JAPANESE SHIPBUILDING.

##### FIRST ARMOURD CRUISER

TO BE LAUNCHED SHORTLY.

[From Our Own Correspondent.]

Shanghai, 7th December, 2.5 p.m.

Work on the *Tsukuba* has been so far advanced that she will be ready to be launched on the 12th inst. The *Tsukuba* is the first armoured cruiser, and the largest, that has been built in a Japanese naval shipyard.

#### RUSSIANS IN MANCHURIA

##### RESORT TO PLUNDERING.

CHINA PROTESTS.

[From Our Own Correspondent.]

Shanghai, 7th December, 2.5 p.m.

The Russian troops in northern Manchuria, who have not been able to be re-patriated, are so far short of provisions that they have resorted to plundering.

China has entered a protest against the action of the Russian troops.

#### THE LIEN-CHAU UOM.

##### MISSION.

##### INQUIRY CONCLUDED.

COMMISSIONERS ON THE RETURN JOURNEY.

[From Our Special Representative.]

Lien-chau by Courier to Ying-tak, 11.80 p.m.

The joint Commission of Inquiry, having concluded its labours, is returning to Canton from Lien-chau on Thursday, the 7th inst. The Commissioners leave after the execution of the culprits, found guilty of the capital charge, has taken place.

##### U.S. EXCLUSION LAW.

##### JAPANESE AND KOREAN LABOURERS.

NO ADMISSION INTO THE STATES.

[From Our Own Correspondent.]

Shanghai, 8th Dec., 1905, 2.15 p.m.

It is reported from Tokio that a Bill has been presented to the United States Congress for the exclusion of Japanese and Korean labourers from America.

#### FREE FIGHT AT SHANGHAI

##### BETWEEN POLICE AND NATIVE RUNNERS.

DETENTION OF FEMALE WITNESSES.

[From Our Own Correspondent.]

Shanghai, 9th Dec., 1905, 11.45 a.m.

A free fight took place at Shanghai yesterday between the police of the Mixed Court and the native runners.

The disturbance originated from an alleged grievance due to the detention as prisoners of a number of female witnesses who are required in connection with cases that have been remanded by the Magistrates.

An attempt was made to remove, by force, nineteen women from the custody of the police. The attempt failed.

Meetings of the native guilds and of the Chamber of Commerce will be held to-day, at which resolutions will be submitted in support of the correctness of the Magistrates' action.

##### CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

#### THE PROPOSED HORTICULTURAL SOCIETY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—The proposal to form a Horticultural Society in Hongkong will be submitted at a public meeting which will be held to-morrow afternoon. I along with all who have regretted the absence of any stimulating influence to cultivate fruits and flowers in Hongkong, and who welcome such a proposal, I believe that every corner of Hongkong is suitable for purposes of cultivation, and if we are not independent of outside supplies as regards fruits, flowers and vegetables that condition of things is wholly due to our own indifference in the matter. We thereby neglect the immense possibilities of securing a profitable industry for Hongkong, and allow ourselves to be victimised by the greedy supplier, who tells us his commodities mostly gathered before their proper season. He charges prices out of all proportion to the real value of the fruit and vegetables, and cares for nothing as to their condition. The whole aim and object before him is cash. I sincerely hope that the public will give their best co-operation to this excellent proposal to form a Horticultural Society, and that practical resolutions will be brought forward, leading to the end of the success of the Society's operations. Thanks are due to His Excellency the Governor, and Mr. Dunn of the Botanical and Afforestation Department, for their interest in this matter which should prove a boon and a blessing to Hongkong.

I submit a list of those fruits which could be cultivated here and should be under cultivation: Papayas—an excellent fruit, healthy and medicinal, suitable for pickles, salad, or dessert; season March to December. Carambolas—for table and preserves, season June to November. Mulberries—a pleasing fruit of medicinal properties and suitable for special dishes; makes excellent syrup; season March to June. Loquats—good for table, kitchen and jelly; makes a better jelly for mutton than red currants; season March and April. Waspberries—excellent for table; a delicious fruit; season May to August. Figs—the earliest plant to cultivate but seldom seen here; season June to December. Persimmons—a most remunerative fruit tree, delicious when dried; Japan exports a good deal and it is a good staple for the consideration of traders. It is not only a delicacy for the table but it is good for sufferers from diarrhoea. The wood of the tree is sought after by boat-owners for its strength and suitability. Pomegranates—wholesome and remunerative; its preserved peel makes a good dessert and far better than candied orange peel; dried peel is also a good disinfectant particularly in cases of small-pox; season November to March. One and all of the fruits mentioned above have been produced in this Colony, so why should they not be regularly cultivated? It is a matter which is worthy the attention of the Horticultural Society to be. Among other fruits which should flourish here are: bananas, grapes, oranges, lemons, pears, custard apples, guavas, pomegranates, peaches, plums, pineapples and mangoes. I trust and believe that the Society when formed will be a success and induce the cultivation of the fruits I have mentioned so that we may not be dependent on other places for our supplies.—I am, etc.,

W. P. E.

Hongkong, 6th December, 1905.

#### THE HONGKONG REGATTA.

##### A SUCCESSFUL MEETING.

The second meeting of the Hongkong Regatta was held under the most favourable auspices, at Aberdeen, to-day.

PATRONAGE.—H. E. The Governor, Sir Matthew Nathan, K.C.M.G., H.E. Admiral Sir Guyard Noel, K.C.B., K.C.M.G., H.E. Major-General Villiers-Hutton, C.B. Stewards:—Hon. Capt. L. A. Barnes Lawrence, Sir H. S. Berkeley, Kt., Hon. Sir C. P. Chater, Kt., C.M.G., Colonel Darling, R.E., A. Denison, Esq., Lt.-Colonel H. G. Elton, R.A.O., Sir F. H. Sharpe, C.B., H. Pollock, Esq., K.C.B., E. H. Sharpe, Esq., H. Skott, Esq., J. R. M. Smith, Esq., A. Turner, Esq., Commodore H. P. Williams, R.N.

Committee of Management:—Hon. Mr. Gershom Stewart, Chairman, Lieut. C. Cooper, R.E., E. W. Mitchell, Esq., G. A. Caldwell, Esq., C. H. Grace, Esq., C. H. Gale, Esq., F. Lamert, Esq., A. M. Rouse, Esq., Hon. T. F. W. Warren, Esq., Hon. Sec. Umpires:—C. E. H. Reavis, Esq., C. H. Grace, Esq., W. H. Potts, Esq. Judges:—E. W. Mitchell, Esq., H. P. White, Esq., Lt. C. W. Beckwith, R.N.

The day was proclaimed a public holiday. At 10 a.m., three parties of sight-seers and participants in the events of the Hongkong Regatta, held at Aberdeen, left the Hongkong Club for the scene of the day's doings. The *San Cheung* left Wing Lok street wharf, to take up her position as "flagship," the Royal Hongkong Yacht Club launch left Blake Pier, and the Dock Company's launch C. 3 left Queen's Statue wharf, and these were followed at 10.30 a.m. by the Victoria Recreation Club's launch and the Dock Company's *Edith*, the latter launch making a second trip at 1.30 p.m. for those who were unable to get over in the morning. After 2.30 p.m. a number of launches took over a large contingent of Hongkong residents who were unable to get away from the city early in the day. Immediately upon their arrival the interested holiday-makers joined the party on board the flagship to follow the rest of the races.

The day was somewhat cloudy, but fine, and the sea fairly smooth, so that a successful day's sport was looked forward to. Crossing over from Hongkong to the westernmost end of the island, a somewhat strong breeze was encountered and the sea slightly rose; but in the shelter of the bay in front of the docks, the wind was felt but moderately, while the sea compared within the limits of the course was comparatively smooth.

On the way over a number of launches, almost amounting to a fleet, followed in the wake of the official boat—the C. 3, and arrived practically in a regular line. The flagship *San Cheung* was moved in an advantageous position just off the docks and was "dressed" from stem to stern in her gala dress of bunting, as also were the *Andrie Rickmers* and the *Vorwarts*, two vessels now in the Aberdeen Dock undergoing overhaul. The quarters of the employees of the Dock Company were also gay with flags from the international signal code, while in a central position was a booth occupied by a refreshment stall where edibles and drinkables were served during the day under the management of the Occidental Hotel of Kowloon. The fleet of boats afloat, also sporting their quota of colour, added to the gay brilliancy of the scene.

Among those present were His Excellency the Governor, accompanied by Captain J. A. B. Pomeroy, who arrived at 11.30 a.m., and brought with him the following party: Sir Francis and Lady Pigott, Hon. Gershom Stewart, Miss Hancock and the two Misses Cave-Brown. At 12.15 p.m. Lady Noel and party arrived in the launch *Christine*, which Sir Paul Charter had placed at their disposal, Admiral Sir Gerard Noel arriving about the same time in the river torpedo boat.

The Hand of the Royal West Kent Regiment arrived just as the third race was being rowed. The soldiers took up a position just outside the enclosure and to the delight of the large gathering at once treated the spectators to one of the choice selections which the musicians, under the baton of Bandmaster McKelvey, know so well to render at every public function.

In order that the course might be kept as smooth as practicable instructions had been issued to all launches moving about to go at no greater rate than half speed, thus obviating too much back-wash, while no boats whatever were allowed to moor in front of either of the flagships of the enclosure.

It was intended that the keynote of the proceedings should be punctuated by starting each race, the start taking place without a moment's wait for late competitors who were not on the scene at the notified time for starting. This was rendered necessary on account of the length of the programme and the early arrival of dusk at this season. There was, however, no reason for any late arrivals, inasmuch as all ships' bells clanged out unceasingly the signal "ready" for two full minutes before each event, thus giving all competitors ample time to be at the starting point in good time. But, as it happened, from one uncontrollable cause and another the first race did not start till 11.55 a.m. and was an easy win for L. A. Musso; the results of the other races being given below.

##### TUB SCULLS.

The first race of the day was the Tub Sculls—open to those not competing in the Stewards' Challenge Cup. Distance 1 mile. Following were the entries:—

Station No. 1.—Hongkong.—L. A. Musso, Victoria R.C. 11st. 11lbs. Colours.—Red and White.

Attached to the official programme was a plan of the course which we reproduce below. Launches when coming out to the course moved at half speed at 4, as stated, kept as far as possible on the Apichau side on their way to take up their positions. No launches or other craft moored immediately in front of the flagships and enclosure.

Station No. 2.—Centre.—L. Duran, Canton R.C. 11st. 11lbs. Colours.—Blue and White.  
Station No. 3.—Apichau.—L. Brown, Victoria R.C. 11st. 11lbs. Colours.—Red and White.  
L. A. Musso, V.R.C. .... 1  
L. Brown, R.C. .... 2  
L. Duran, Canton R.C. .... 3  
The wind was rather "dicky" for these boats. Time 14m. 0s.

##### BROWN CHALLENGER CUP.

For light six-oared gigs. Open to (a) Royal Garrison Artillery, (b) Royal Engineers, (c) British Infantry Regiments, (d) Departments. Units may enter more than one crew if desired. Distance 1 mile. The entries were:—  
Station No. 1.—Hongkong Royal Engineers.—Sergeant F. Stokes, Sergeant C. Spices, Sergeant D. Fisher, Sergeant T. Tanner, Sergeant A. Barnes, and Corporal S. Murray, all, Sergeant E. Grimsey, Cox.  
Station No. 2.—Apichau and Batt. The Queen's Own Royal West Kent Regt. bayonet, Pte. Rowland, L/C. Paterson, L/C. Flynn, Pte. Turner, Pte. King, L/C. Barnett, Bandmaster Faulkner, Cox.

Royal Engineers .... 1  
West Kent's .... 2  
The Engineers had the race pretty well all their own way from the very start, and gradually increased the distance till they rowed in easy winners, having some 85 to spare. Time 9m. 0s.

##### JUNIOR TOURS "B."

For heavy clinker-built boats. Open to those not competing for the Challenge Cup or Junior Fours A. Limited to residents of Hongkong. Distance 1 mile. The entries were:—  
Station No. 1.—Hongkong.—Victoria R.C. 11st. 11lbs. Colours.—Red and White.  
Station No. 2.—Apichau.—Royal Hongkong Yacht Club. W. Stewart, bow. 2. H. W. Lester, C. A. Caldwell. Colours.—Blue and gold.  
Victoria R.C. .... 1  
R. H. Yacht Club .... 2

This was not a very close race. Browne, who stroked the V. R. C. boat, had a stronger crew than his opponent and won somewhat easily by three lengths, the distance that divided his boat and Schoenherr's. Time 8m. 17 secs.

##### MEN-OF-WAR GIGS AND WHALENS.

For service boats and service conditions. Distance 1 mile. There were thirteen entries as follows:—  
No. 1 Hongkong. H.M.S. "Dee" crew.  
No. 2 Station.  
No. 3 "Hogue's" crew.  
No. 4 "Hogue's" crew.  
No. 5 "Hogue's" crew.  
No. 6 "Hogue's" crew.  
No. 7 "Hogue's" crew.  
No. 8 "Hogue's" crew.  
No. 9 "Hogue's" crew.  
No. 10 "Hogue's" crew.  
No. 11 "Hogue's" crew.  
No. 12 "Hogue's" crew.  
No. 13 Apichau.

The large number of boats which lined up for the race did not, unfortunately, allow of its being concluded without several fouls occurring. Twelve boats started in all. When the gun was fired they appeared to have got off well evenly together, but on nearing the winning post it was seen that some of them could not avoid fouling one another. Some did actually take place, and at the conclusion of the race protests were lodged with the Stewards who considered them in private. Later in the afternoon, the decision was announced, with the following result:—

H.M.S. "Dee's" crew .... 1  
"Hogue's" crew .... 2  
"Hogue's" crew .... 3  
"Hogue's" crew .... 4  
"Hogue's" crew .... 5  
"Hogue's" crew .... 6  
"Hogue's" crew .... 7  
"Hogue's" crew .... 8  
"Hogue's" crew .... 9  
"Hogue's" crew .... 10  
"Hogue's" crew .... 11  
"Hogue's" crew .... 12  
"Hogue's" crew .... 13

##### THE ADJOURNMENT.

After the men-of-war gigs race, His Excellency the Governor, who had been watching the events from the flagships with the greatest interest and enthusiasm, with his party of guests mentioned, adjourned to His Excellency's tender *Stanley*, where he gave a luncheon party.

##### CHALLENGE CUP.

For Four Oars. Rowed in light clinker-built boats of 5 strokes, with coxswain. Open to crews representative of any Amateur Rowing Club. Distance 1 mile. The entries were:—  
Station No. 1.—Hongkong. Canton R.C. 11st. 11lbs. Colours.—Blue and White. Boat, Clasper. Oars, Ayling.  
Station No. 2.—Apichau. Royal Hongkong Y.C. 11st. 11lbs. Colours.—Blue and gold. Boat, Leuk. Oars, Ayling.

Canton R.C. .... 1  
Royal H.K. Yacht Club .... 2  
The race did not cause any excitement and was a comparatively easy win for the Canton visitors. Time, 8m. of secs.

##### STEWARDS' CHALLENGER CUP.

For Sculls. Rowed in best boats. Distance 1 mile. The entries were:—  
Station No. 1.—Hongkong. W. Kuntzel, Canton R.C. 10st. 12lbs. Colours.—Blue and White.

##### THE COURSE.

Attached to the official programme was a plan of the course which we reproduce below. Launches when coming out to the course moved at half speed at 4, as stated, kept as far as possible on the Apichau side on their way to take up their positions. No launches or other craft moored immediately in front of the flagships and enclosure.

##### PLAN OF COURSE.

ABERDEEN.

PLAN OF COURSE.

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## KING EDWARD HOTEL.

## THE NEW BUILDING.

## ANOTHER FIRST-CLASS CARAVANSARI.

7th inst. Hongkong, for some time past, has seen the erection of some magnificent buildings, which will compare with any in the world, and the latest is the King Edward Hotel. It is certain that the proprietors of the King Edward have no fears as to the decadence of Hongkong, for the best testimony of their belief in the Colony's future and their view that the steady growth of Hongkong as a business centre and the growing importance of the city as a place where visitors abound, is made evident in the great hotel which has just been erected and which will be formally opened in Christmas week. There are a few excellent hotels in Hongkong, chief among which is the hotel that takes its name after the Colony—the Hongkong Hotel—known by travellers all over the world. But as everybody knows there is plenty of room in Hongkong for another first-class hotel, and in that rank will stand the new King Edward, the embodiment of all that is latest in hotels. The present King Edward Hotel, which has been a very large number of the people of Victoria, has grown somewhat cramped of late years. It had no public bar, for instance, where soldiers and sailors might congregate, after the New Victoria had been converted into a bank, and it was a matter of deep disappointment to the proprietors that they could not meet the wishes of all their patrons. Then again, when the tourist season was at its height, numbers of those who desired accommodation had to turn away because every room was engaged. For these and other reasons it was decided to build a new hotel, which should equal the best existing in Hongkong at the present time. It must be remembered that the proprietors are not by any means new to the business of hotel management. They have successfully "run" most, if not all, of the big hotels in the Colony. So, when it was finally determined to build a new hotel, the proprietors, having another first-class "caravansari," they entered into the scheme with spirit, and the result is seen to-day in the beautiful structure at the corner of Ice House Street and Des Voeux Road. There are a few fine buildings in the East, but not many finer than that which we are now describing. And whatever has been proved to suit a hotel is to be found in the interior of the King Edward.

## THE PRESENT BUILDING.

It should be stated that although the proprietors have entered their new premises, they have not discarded the old building, except so far as the front portion facing Des Voeux Road is concerned. What is at present known as the billiard room, the Hongkong residents' bar and the office will be converted into offices for the Taiwan Bank. The remainder of the building will be retained as part of the King Edward Hotel, but it will only be in the nature of an annex, and a variety of alterations will be made. The present dining-room becomes the public bar, where all sundries may be bought. The room which was the proprietors' office, this apartment will readily understand that it will make an ideal public bar. The entrance will be from Ice House Street, a new door being built in the centre of the Ice House Street facade. The bedrooms above will remain as before, but certain improvements will probably be made in their appointments, although so far they have proved quite satisfactory.

## THE NEW STRUCTURE.

Turning to the new structure, it is difficult to define the character of the design. It follows, but the main point is that the first and foremost object of the architect has been to create a spacious, comfortable and up-to-date hotel, without forgetting to give it that ornate appearance which belongs to the style of building in the immediate vicinity. They have succeeded so well that he must be an extremely short-sighted individual or absent-minded beggar who fails to perceive in the rejuvenated King Edward a notable architectural feature in Hongkong. As one enters from the Des Voeux Road side, there is the billiard room and a resident bar—a roomy, airy and altogether sprightly apartment, which will contain three billiard tables, settees and so forth, besides the bar. It is lighted by half a dozen great windows reaching almost from the floor to the ceiling, while at night it will be illuminated by a flood of electric light. There are five electric fans of the latest pattern. The bar counter and fire-place of the latest appearance. The wood work of the Hotel throughout is of oak, both polished and otherwise, and taken altogether this first glimpse at the interior fittings gives some idea of the character of the Hotel as a whole. The ceiling is worked out in a chaste pattern. Leading out of the bar and billiard room, are the lavatories which are constructed in first-class style and fitted with the latest devices in sanitary arrangements.

## THE MAIN ENTRANCE.

The main entrance for visitors to the Hotel is at the corner of Ice House Street and Des Voeux Road. Here is the office, a wide and spacious area which has the appearance of a luxurious waiting-room, being fitted with lounges, tables covered with magazines and newspapers. There is a sufficiency of electric lights, and electric fan. There is also a reading room, where the visitor may obtain whatever refreshments he may desire, and leading from it is the public telephone chamber which will be at the service of all comers, a condition of things which might well be observed elsewhere. The proprietors' office adjoins all the doors are replete with fancy leaded glass panels which lend an air of cheerfulness to the scene and attract attention to the apartments beyond.

## THE QUEEN'S BAR.

Facing the main entrance there will be a couple of statues holding beautiful electric lamps. Proceeding upstairs, there will be found on the very first landing the guests' bar, or rather a bar which is placed there for the convenience of diners. It is a very cosy apartment, just the very place in the hotel to meet a friend who is staying in the hotel and to hold a friendly chat. It is elaborately decorated and is all the rooms, and it will be largely patronized, there can be no doubt, when the Hotel is opened.

## THE DINING ROOM.

The great feature of the King Edward is the dining room. It is of immense size and so arranged that when a large number of diners are present, the whole floor may be shut off either by a screen or by sliding doors. In the event of the whole floor being required either by diners or by dancers the screens can be thrown aside, and we have immediately a couple of halls which do not seem to compare unfavourably in point of extent with the combined St. George's and St. Andrew's Halls. There are no hanging lights or the illumination is in the ceiling, several ornamental devices into which ruby and white diamond lamps are set, which should throw a soft and pleasant light on the diners or dancers. In the event of the smaller of the combined rooms being required for a private

party, then the entrance is by another doorway, so that there need be no communication with the regular guests or diners. The pantry and side rooms adjoin the main dining hall, so that the waiters have everything at hand. When the various items on the menu are brought from the kitchen, they will be placed on a long table with gas-heating attachments, so that the food may be brought in hot and delicious, while in a second apartment the plates will be kept ready and the linen at hand. It may be added that the subsidiary rooms, to the dining hall, have the floors and walls tiled so that they can be maintained beautifully sweet and clean.

In the height of the season when the dining-halls are ablaze with electric lights of varied hues, the guests cheerful and enjoying the good things set before them, the waiters prompt and bustling silently, and everybody in the highest spirits, the scene should be as bright and gay as anything to be witnessed in a great London restaurant, or let us say, to please our American friends, the wonderful Waldorf-Astoria.

## SOME INNOVATIONS.

Some excellent innovations are introduced by the proprietors of the King Edward Hotel. On each floor, there will be a "boy" in constant attendance. Whatever is wanted at a moment's notice will be obtained by him. Indeed, that is one of the characteristics of the Hotel—prompt attention to the wishes and requirements of the guests, no bungling or delay, movements both swift, willing, and cheerful service—a fact which should do much to extend the patronage of the Hotel, and one which all visitors to the East will appreciate. Again, on each floor, there is a speaking tube communicating with the office, and a telephone in connection with the Central Exchange. No need for a guest on the top floor or anywhere else in the building to clamber down the stairs or wait for the lift or for the porter to reach the Hotel when he wants to telephone to a friend. The telephone is at his hand, "ave ready," which is in itself a convenience that will be highly appreciated by all travellers.

On the second floor will be found the guests' billiard room, with a couple of tables in it. Comfortable settees line the walls; refreshments are at hand in the private bar; and at night a profusion of electric lights will illumine the scene. The guests' billiard room is in connection with the rest of the Hotel, which is quite explanatory of its appearance. Adjoining it is the smoking room, where a man may sit and watch the stars from the verandah or comfortably read the evening newspaper while enjoying My Lady Nicotine. The reading room, furnished with all the newest magazines and papers, is next door. It is furnished with lounges and sofas and easy-chairs, so that any syntonic will find himself satisfied with the surroundings.

## A LIVELY APARTMENT.

Further on there is a private dining-room which will accommodate 24 persons in a handsome and stylish apartment, away from the busy throng, where a select party may enjoy an excellent time. The ladies' drawing-room is near by, a luxurious and refreshing room, open to the breezes, right at the Des Voeux Road corner of the building. Like the rest of the special apartments it is furnished in an elegant and charming style, attractive to the artistic taste and thoroughly not to say delightfully furnished. Then there is a ladies' reception room, and a ladies' sitting room, where visitors who come from the country—that is to say from a distance—may scribble a note to their friends. This is one of a suite of three rooms which are set apart solely for the use of ladies. The others are a tea-room and a sitting room. Needless to say all are fitted up in a manner which will compare with anything seen elsewhere, and should prove a *renouveau* for the far sex in Hongkong. In addition there is a cloak room, and lavatories, and all the usual accessories.

On each floor, the ladies' and gentlemen's lavatory and bath rooms are widely separated, and the appointments are of the most modern type. The *Manchuria* is bringing from America a great stock of up-to-date bath room appliances specially selected by Mr. Durabek. This comes from the Hotel's manager, who on one side there is the Peak district, on the other Kowloon. From the top-story, the fifth floor, one overlooks the highest buildings in Hongkong. Every bed room has its verandah, and every verandah its view. But the feature is that there is a beautiful vista afforded from all the higher rooms, while the cool fresh air will refresh the jaded visitor on the hottest day in summer. There are special corner rooms which are larger than the others, but all are admirable and with the exception of these corner rooms all are of the same size—about 16 feet by 30 feet. The furniture of the bed rooms is ample and splendid—bed, sofa, two lounge chairs, marble, dressing tables, mirrored almira and a couple of long mirrors besides and all the rest of the usual appointments. There are 30 bedrooms altogether, which with the 35 or 30 in the other building give the King Edward a total of some 65 bedrooms. All the rooms in the new structure communicate with each other from end to end, and on the top floor a corridor 100 feet long and 16 feet wide runs the length of the building. The bath rooms are sufficient in number for all to bathe at the same time, so that there need be no waiting or hanging about.

An iron fire escape, with stone side walls runs from the top of the building to the bottom, which should calm the nervous because it is absolutely fire proof.

On the basement there are special rooms for luggage and stores. The luggage that is not required will be placed on stands, while the wire cellars are both ample and large.

Altogether the King Edward Hotel is a splendid example of what can be done in Hongkong in the architectural and furnishing lines. Messrs. Leigh and Orange were the architects; Messrs. Powe & Co., Ltd., superintended the arrangement of the fittings. There will be a special opening night which, it is intended, should prove a notable function on a most interesting occasion.

## BANKRUPTCY.

## A QUESTION OF SECURITY.

7th inst. This morning, before His Honour, Sir Francis Pigott, Chief Justice, presiding in Bankruptcy Jurisdiction, in the case of Choi Ching Lee, alias Choy Chung, *ex parte* Loi Tai Chan, Mr. F. B. Bowley, Crown Solicitor, appearing on behalf of creditors, applied for the discharge of the warrant issued by His Lordship last month. The debtor was now in police custody, in connection with certain charges of fraud in relation to his bankruptcy. Mr. P. W. Goldring, of Messrs. Brutton, Hett and Goldring, representing the debtor applied for an order from His Honour for the return of the \$5,000, deposited as security for the debtor's appearance to Leung Nin To. His Honour observed that the public examination might be continued.

Had Mr. Wakeman any objection to the re-fund of the security?

Mr. Wakeman, Official Receiver, said he had no objection to offer.

His Honour: You apply then, Mr. Goldring, for the discharge of the security?

Mr. Goldring: Yes, my Lord, that is my application in effect.

Mr. C. F. Dixon, of Mr. John Hastings' office, representing other creditors, suggested that the money should be held until the public examination was completed.

His Honour: But the security was only given for the due appearance of the debtor. The debtor was now in Government custody, and there could be no better possible security than that for his appearance.

Mr. Dixon: Suppose he is discharged at the Magistrate's?

His Honour: Then you must watch the proceedings and apply again.

Mr. Dixon: He might be discharged tomorrow afternoon, too late to make any application and run away out of the jurisdiction.

His Honour: Is he coming to the Criminal Sessions, or going to be dealt with by the Magistrate?

Mr. Bowley: He must first go before the Magistrate, my Lord, and he might be discharged by that Magistrate, my Lord.

His Honour: Yes, that is so; the Magistrate can discharge, or commit to the Sessions, but he has no power to convict. I can't discharge the security now. If he is committed to the criminal sessions then I can do so. I don't see why this security should be kept longer than necessary.

Mr. Wakeman: Your public examination, if continued, Mr. Wakeman, won't touch upon the subject, about which he is being prosecuted?

That matter is concluded so far as the public examination is concerned, and it will now be dealt with by the Criminal Court, and his public examination will be independent of that?

Mr. Wakeman: I cannot say that, off-hand, my Lord.

His Honour: I should imagine the public examination will not deal at all further with the subject of the future, that matter is beyond you entirely, so that you will take such steps as you can to conclude the public examination. There is not very much left to examine him on now, I think?

Mr. Wakeman: I think not, my Lord.

His Honour: Well, run through the papers and see what more there is to examine him upon. The simplest course will be that the security stand until the conclusion of the further public examination, which you say will be concluded very shortly. Try to bring it off next Thursday, if you can. The warrant will therefore be discharged, and it is understood that the public examination will be concluded next Thursday, if possible.

Mr. Goldring: As your Lordship pleases, but the security has been deposited for a long time now, and the man in arrest for about six weeks.

His Honour: Is that so?

Mr. Bowley: Yes, my Lord, the security was deposited on the 4th August last.

His Honour: Then, Mr. Wakeman, push on to get the examination concluded next Thursday so that the security can be returned.

Mr. Wakeman: I will do so, my Lord.

## NORWEGIAN SHIPPING

1904-1905.

## A RETROSPECT.

## TRADES AND COMPETITION

We have received from Messrs. Angard, Thorsen & Co., steamship agents, a comprehensive report on Norwegian shipping in the Far East for 1904-1905. This most interesting compilation is the work of Mr. Bjarne Angard, and from its pages we make the following extracts:

Owners having steamers in the Far East have had a lively time of it during the Russo-Japanese war, and can look back upon the period as one of the most profitable in their history. At a time when practically all other markets were at low ebb.

Most of the Norwegian steamers out here were employed in Japanese, Korean and Manchurian coasting trades, trade between Japan and North China and between Hongkong and Formosa. Owing to that the Japanese regular lines, principally the Nippon Yusen Kaisha, from the Hotel's manager, who on one side there is the Peak district, on the other Kowloon. From the top-story, the fifth floor, one overlooks the highest buildings in Hongkong. Every bed room has its verandah, and every verandah its view. But the feature is that there is a beautiful vista afforded from all the higher rooms, while the cool fresh air will refresh the jaded visitor on the hottest day in summer. There are special corner rooms which are larger than the others, but all are admirable and with the exception of these corner rooms all are of the same size—about 16 feet by 30 feet. The furniture of the bed rooms is ample and splendid—bed, sofa, two lounge chairs, marble, dressing tables, mirrored almira and a couple of long mirrors besides and all the rest of the usual appointments. There are 30 bedrooms altogether, which with the 35 or 30 in the other building give the King Edward a total of some 65 bedrooms. All the rooms in the new structure communicate with each other from end to end, and on the top floor a corridor 100 feet long and 16 feet wide runs the length of the building. The bath rooms are sufficient in number for all to bathe at the same time, so that there need be no waiting or hanging about.

It is from the same source that our strongest competitors have come. The Japanese have shown themselves to be admirably calculators, indefatigable and intelligent workers in the art of war, and their mercantile abilities are, if anything, superior to their martial qualities. Now that the war has been brought to a successful issue, they will, with all that energy which has actuated the world, go in for peaceful acquisitions, and their steamers, so long bound transports, will by one, dozen by dozen, be released and be thrown into the market. Already, several of the regular lines which were kept up by charter tonnage, have again put Japanese boats on the run. A friendly competition, hard as it at times may become, will however not result in any of the contestants losing heart; but will rather tend to increase the feeling of comradeship, and we are glad to state that the Norwegian boats and Norwegian captains have been and are very favourably looked upon by both foreign, Japanese and Chinese, charterers out in the East.

Owing to the tightness of money and the unsatisfactory results of previous ventures, local Chinese, who, in former years took the largest number of Norwegian steamers on time charter, practically withdrew from the market. The export of rice from Saigon to Hongkong dwindled down to practically nothing, and during the whole time the war lasted the situation may curiously be described as this: that the market was most active and fixtures most numerous in the North, the Hongkong market following as a bad second, and the Singapore and Bangkok markets being the slackest, with no demand in comparison to former years.

The Norwegian tonnage was especially hampered in the Bangkok trade where the North German Lloyd has assumed a control which practically constitutes a monopoly. How long this is going to last we cannot say, but in the immediate future no hopes of an increase of trade for our steamers may be expected in this direction, so that the efforts will have to be concentrated upon retaining as much as possible of what we have until an efficient arrangement can be made to protect our interests in Siam and Straits Settlements.

The way in which the German Companies have been able to expand their Eastern trade commands entire admiration and it is to be hoped that Norwegian owners will take the lesson set by their German competitors to heart, and adopt a closer combination with each other, coupled with a heavier support of those who have been placed out here to attend to their interests.

By acquiring new and expanding their old regular lines, the Japanese and Germans have got a foothold in the East from which they will not be ousted, and which it may be assumed will lead to their ultimately becoming more and more aggressive competitors not only to Norwegian owners but also to the British, who hold the record as the largest shippers,

traders and carriers to the Far East and on the coast out here.

The two Norwegian whalers *Rex* and *Reina* stationed at Nagasaki have, we understand, had a prosperous year on the Korean coast, and it is reported that the whaling fleet is going to be augmented by one or two steamers. Japanese have just ordered whalers to be built at Niylands Shipbuilding Yard, Christiania, and we expect that the competition between the different firms in this line will become even keener than it has been.

## FOREIGN CARRIERS.

Owing to the large influx of underbills, the various Governments and authorities in the East decline to allow saloon and freemen not having the necessary means of subsistence, to be discharged from steamers arriving out from home, except the owners or their agents deposit sums varying between \$300 to \$500 or the necessary amounts for passages home. These regulations, which are justified in every way by the circumstances, have led to various controversies between the Consuls and the Captains. The procedure is, however, becoming more and more known in the Norwegian shipping circles, so that further controversies hardly will occur in the future.

## REMITTANCES.

During the period in question and for the steamers fixed by us, more than kroner 7,000,000 were encashed and have been remitted home, besides more than kroner 2,500,000 purchase money for Norwegian steamers which we have sold out here.

## EXCHANGE.

The dollar is at present standing at 2.1 1/16 demand draft, a splendid exchange, which will recoup the owners somewhat for the increased cost of running their steamers and for having had to accept lower freights of late. The average exchange which in 1900 was 21.10d. fell in 1904 to 18.1 1/16. In 1905 it was approximately 18.44 and 1903, 18.88. Last year the value of the dollar again rose to 19.10d on an average and during the last months of this year it has been steadily on the increase with quotations as high as 22. for June, 1906.

## WORKING EXPENSES.

An enormous increase in prices for all commodities required not only by those living permanently in the East but in no smaller degree necessary to the working of the steamers out here, must, we regret to say, be recorded. This has especially been the case in Japan and Hongkong, the direct cause being the war and the abnormal activity occasioned by the same. An active agitation has now set in to counteract the continued increase. Whether this attempt will prove abortive or not, the future will tell, but in the meantime we are in the midst of an upheaval with no certain prospects of a decline.

## DOCKING CHARGES.

Owing to the loyal support of Norwegian owners, who have appointed us their agents, we were able to make very satisfactory contract with the local Dock Company, monopolizing (a) the docking facilities at Hongkong, (b) the direct cause being the war and the abnormal activity occasioned by the same. An active agitation has now set in to counteract the continued increase. Whether this attempt will prove abortive or not, the future will tell, but in the meantime we are in the midst of an upheaval with no certain prospects of a decline.

## SALVAGE AND INSURANCE.

The mutual salvage arrangement at present exist between the largest Steamship Owners in China, Messrs. Butterfield and Swire, Jardine, Matheson and Company, and the China Merchants Steam Navigation Co., by which vast sums are saved by the companies in question, commands the attention of Norwegian owners and underwriters.

The insurance question ought, we think, also to be reconsidered in view of the anticipated hard competition in the shipping line out here. Any change of system which would lead to a reduction in the present insurance premiums would help Norwegian steamers to retain what they have, and to get an increase of trade under the Norwegian flag. In this as in other directions a combination of the many small interests into one large common one, is much to be desired. A glance at the scale on page 7 giving names of the Norwegian owners having steamers trading out here will show our readers how split-up the Norwegian interests in reality are.

## NORWEGIAN CONSULAR FEES.

Owing to that firms who had chartered Norwegian steamers on time charter declined to pay the consular fees, we have had the following clause inserted in our charters:

"Norwegian Consular fees including those payable at ship's port of registry amounting to one per cent. ton per month, to be paid by the charterer to owners' agents in monthly instalments," by which we have been able to refund owners leaving their steamers in our hands considerable sums of money.

## ARBITRATION AND LAWSUITS.

As agents for the Nordisk Skibsrederforening, we have attended to several arbitrations and lawsuits concerning Norwegian steamers.

## BUNKER COALS.

The price of bunkers has constantly risen owing to the lack of coal from Japan resulting from want of miners and railway trucks and owing to the increased consumption during the war. We have, however, as agents for the "Steamship Owners' Co-operative Association" been able to secure bunker coal at lower prices than individual owners have had to pay.

The coal question has become of vast importance than ever to the large fleet of vessels at present trading in the East, and as prices for Japan coal are as high as \$12 at present, we may look forward to an increased import of Bengali coal, which may be brought on the market here at about \$2 less per ton, or of Australian coal, of which latter large shipments have arrived. If Indian and Australian coal get hold of this market, we expect new trades to spring up, principally for vessels of larger type, between Calcutta-Singapore and Hongkong, and between Newcastle, New South Wales and the North.

Attempts are also being made to place Borneo coal on the market; however the great difficulty in getting miners to work the fields owing to the climate and to hygienic impediments may prove too great at present.

At the beginning of last autumn and winter, Cardiff coals were practically a drug on the market on account of the large influx, but these cargoes have now been worked off, and the market has again attained its normal aspect.

## CHARTER PARTIES.

The charter parties at present in vogue out in the East vary in their contents so materially that Norwegian owners in company with their competitors ought to effect a unification and to secure a standard form for the whole of East Asia similar to what has been done in the West Indian and North American trades.

Attempts, related by us, have of late been made up north to still further ensure for charterers a form most satisfactory to them and obnoxious to owners.

By mutual concessions, a reasonable charter form satisfactory to both parties could easily be arranged. However, as long as owners do not take the initiative and as long as agents and brokers in their attempts to do business as *low price* support the claims of the charterers, we shall not be content with the clause at present prevailing.

## QUESTION OF COSTS.

## 6th inst.

In appellate jurisdiction, in Summary Action No. 1205 of 1905, between Tam Mun Sung and Tam Yau, and Cheung Sau Pang, before the Full Bench, their Honours Sir Francis Pigott, Chief Justice, and Mr. A. G. Wise, Puisne Judge, presiding, Mr. H. H. Slade (on behalf of Mr. E. H. Sharp, K.C.) instructed by Mr. D. V. Stevenson, of Messrs. Deacon, Looker and Deacon, applied to move the Court to vary or discharge the order of the Honorable Court made in this action on the 4th day of November, 1905, as regards that portion thereof relating to the execution in respect of the costs of the hearing thereof, in the Summary Jurisdiction.

Mr. H. H. Slade, K.C., instructed by Mr. C. E. H. Beavis, of Messrs. Wilkinson and Grate, said he had a preliminary objection to make. Section 352 of the Code under which the order was made, allowed ten days in which to appeal against such order. That order was obtained on the 4th November, 1905, while the motion was dated 6th December, 1905, or one month later, and thus the appellants were out of time, unless they could show that the motion was previously entered.

Mr. Slade said that *ex parte* motion was made on the 18th November.

Mr. Pollock:—That also, your Lordships will see, would be out of time.

His Honour the Chief Justice:—But the "discharge" of the order is within ten days after service of such order. Now, what was the date of such service?

Mr. Pollock:—Your Lordships have the original order, and perhaps if you would refer to that it would settle that question.

His Honour the Puisne Judge:—Yes, here it is; the service was made on the 10th November, so they would not be out of time, as the ten days would not elapse until the 20th Idem.

Mr. Slade said that the order was made staying execution as regards costs, but their Lordships would not have made that order without conditions, the condition being that it would not be stayed unless the defendants repay the costs if the appeal is successful, and then proceeded to quote several authorities in support of his motion. Mr. Pollock said that Mr. Slade had argued under the wrong section of the Ordinance. Order 58, rule 16, puts it emphatically that an appeal shall not mean a stay of execution, or of proceedings under the order appealed from, and this clearly implied that it would not be granted by the Court unless some notice was given to the other side of such application, as such an application could not be made *ex parte*. Mr. Pollock then quoted authorities in support of his objection.

## THE UNION INSURANCE SOCIETY.

## NEW POWERS GRANTED.

## 6th inst.

In Original Jurisdiction before His Honour, Sir Francis Pigott, Chief Justice, this afternoon Mr. E. H. Sharp, K.C., instructed by Mr. F. V. Deacon, of Messrs. Deacon, Looker and Deacon, applied for an order confirming the resolution passed at a meeting of the Union Insurance Society, Canton, Ltd., on the 4th November, 1905, Mr. Sharp said this was a special resolution for enlarging the scope of the company's powers. The order for the advertising of the intention to bring this application before the Court had been carried out.

There were three divisions in the resolution: the first provides for the increase in the partnership members; the second for the acquiring shares in other companies; and third a general power for the investment of the surplus funds in other companies, and the object was for the Union Insurance Society to acquire shares of the China Traders' Company, Ltd. Mr. Sharp then called attention to the sound financial position of both companies, and remarked that the market value of the Society's shares, at \$100 paid up, now stood at \$750, and the business of the companies and their shares had risen considerably since this scheme was announced.

During the past 12 years the ratio of losses on policy holders' claims in the Society amounted to about 50 or 60 per cent of the premium, and Mr. Sharp then went into figures culled from the companies' reports already published, and added that as regards the China Traders' Company the value of the shares was \$85 but now stood at \$90, and the losses had never caused them to encroach on the reserve, and every year showed a large profit on the whole.

He would further say that if all the policy holders came forward to object to this proposed scheme, His Lordship would see that their interests were entirely secure; but as a fact, though this petition and the resolution had been widely published not one policy holder had come forward to object. It was not sought at present to enter into any partnership with the China Traders' Company, but only to acquire a large number of shares, and so perhaps a controlling interest, and the Association gives an undertaking not to use any of the new powers conferred under the resolution, until all the present policies have expired, save only with the China Traders' Company, Ltd.

His Lordship reviewed the purposes of the proposed alterations in the Articles of Association and said he was satisfied that the business of both the companies had been properly carried out, and the interests of the policy holders well looked after, and in view of the high standing of both companies he thought he was justified in granting the petition.

## JAPANESE SHIPPING.

## PROGRESS OR RETROGRESSION.

## INTERESTING PARTICULARS.

At a meeting of the Ship-building Society held in Tokyo, Mr. S. Terada, in the course of a speech, touched upon an interesting phase of Japanese shipping. He said:

"Prior to the Japan-China war of 1894-5, Japanese steamships numbered 650, and their aggregate tonnage only reached 120,000. After the war, however, the number increased to 827, and the tonnage to 213,000, the latter showing an increase of more than 80 per cent. The increase during the late war, however, amounted to a little more than 40 per cent. At the end of 1903 the number of Japanese steamers was 1,008, and their tonnage aggregated 310,000. At the end of September, 1905, the figures were 1,250 and 390,000 respectively."

He also said that the Japanese shipping, which ranked ninth on the list in respect to tonnage, has advanced to the position of fifth at a bound after the war, leaving Holland, Italy, and Spain in the rear. It is open to doubt whether Japan is not behind the countries mentioned in point of quality. The number of steamers purchased during the war was 125, with an aggregate tonnage of 300,000, 700 of the steamers being over 1,000 tons. The majority of the ships, however, are obsolete cargo-boats. Their average speed is 10 knots, while their average 17 years. The price paid for these ships was comparatively high, being an average of \$75 per ton. With regard to the nine newly-built ships, the tonnage of which aggregated 24,000, seven of these possess a double bottom, and they are mostly built of steel. Their speed ranges from 15 to 17 knots, but, possibly speaking, they can hardly be classed as first-class ships. The wooden vessels, totalling 1,570 tons, and steel vessels aggregating 7,400 tons were built during the war.

"The number of chartered vessels that plied along the coasting ports during the war totalled 1,542, with an aggregate tonnage of 2,800,000. This greatly relieved the pressure upon the coasting trade, by steamers being withdrawn to serve as transports, though the passenger traffic suffered considerable inconvenience for some time. The chartered vessels, valued at ¥2,500 per ton, must have amounted roughly to 10 million yen. The captured vessels of over 2,000 tons numbered 35; their tonnage being 710,000; the vessels lost or sacrificed in the war were also 35, of a total of 85,000 tons. Thus Japan's mercantile navy now consists of 4,978 foreign-rigged vessels of 1,250,000 tons, including 1,300 steamers with the aggregate tonnage of 920,000."

"Although the number and tonnage of Japanese steamers have increased by 50 per cent, as stated above, compared with the fleet before the war, a diminution of about one knot is to be observed in the average speed, and an increase of one year and a half in the average age of the ships. A decrease is also to be noted in the number of vessels possessing double bottom. In this regard Japanese shipping appears to have made retrogression rather than progress, and at the earliest possible moment the ships of obsolete type must be replaced by those of newer pattern. Assuming the average seaworthy duration of ships to be 25 years, it is clear that existing vessels, the average age of which is 14½ years, must be replaced in the course of the next eleven years. In other words, Japan must build







## "THE SPICE OF LIFE"

## A "HEINZ" LUNCH.

When this office received an invitation to pay a visit to St. George's Hall, City Hall today, when a practical demonstration of the H. J. Heinz Company's Pure Food Products was to be given, with the object lesson of a "Heinz" lunch in addition, the representative of the *Hongkong Telegraph*, when assigned to "cover" the affair, was filled with misgivings as to what was before him, what scientific messes he was to be called upon to taste, and what dreary culinary details he was to listen to. But all these misgivings went up in the clouds when, on entering the Hall, he was greeted by Miss McLeod, a very bright and graceful young lady, and Mr. Heinz, who conducted him to a daintily-laid table, and then offered the service of such a lunch as it had never fallen to his lot to partake of before, for delicacy of flavor, purity of ingredients, and nourishing in quality. While discussing the lunch, which the menu given below, Miss McLeod, in clear tones, but modulated voice, passing from table to table, told the visitors of what each dish consisted, and how it was prepared. The delicious tomato soup served was prepared, she informed us, from a class of tomato specially grown by the Company at Pittsburg for the making of soups and sauces, and in the soup the only other ingredient was cream of the richness that before using was tested to give four rounds of butter from a gallon of milk—and it tasted like it! All these preparations are put up in specially made tins, so that however long they may be kept, they never get that "tinny" flavour so often met with in ordinary tinned goods. "We make all our tins," said Miss McLeod, "so that we can our goods immediately they are prepared up to the exact proper point for canning and we can," added this young lady with a flourish, "Everything used by the Company for its supplies of pickles, preserves, and relishes is grown by them on their own grounds at Pittsburg, with the exception only of olives which they obtain from Spain, and a few fruits, which grow better in the more salubrious climate of California. Their pickles would be hard to beat. For instance, for their pickled gherkins those vegetables are carefully watched for, and plucked when they are just three hours old, thus preserving all the delicacy of flavour in utilizing them, before they are enabled to grow coarse. Whole bands of watchers are engaged in this one branch of the work alone. Pickled or "Euchred" figs are another speciality; as one guest remarked: "I could eat the whole bottle and still call for more!" and that just about expressed the general opinion. It is claimed for these articles that they are so carefully prepared, with special vinegars, that even young children are entitled to eat and enjoy them to their great benefit, as they are extremely nourishing and digestible. Another speciality is their apple butter, which, by a peculiar process of their own, is, in effect, just the apple melted to the consistency of cream, with skin, core, and stalk removed. Put to obtain this consistency entails much labour, for the simmering apples must be stirred unceasingly for several days and nights, the work being performed by relay of young girls employed by the Company. This "butter" is largely taking the place of ordinary butter in the nurseries of England, South Africa, Australia, and the East, wherever these representatives of the Company have visited, as it has been found very wholesome and at the same time nourishing for children, who look upon it as a delicious preserve. Everything put up by hand, their bottles are packed more than bottles of other companies packed in the usual way, by cramming into them what appears to fill them, for in Heinz's bottles every atom of space is carefully taken advantage of, and the goods with the aid of stick packed so symmetrically that not smallest space is wasted, the consumer thus getting to the full what he pays for. Miss McLeod, in showing some evaporated horse-radish, another of the specialities, which, being pulverized, is prepared just like mustard, with a little water, and nothing else, for table use, told a very amusing story about some motor-men who were advised never to go out without a bottle of their horse radish, as if their machines broke down they would always have at least 450 bolted-horse power to help them along.

The lunch was a great success in every way, and should go to the credit of the Company, and the goods to the public of Hongkong, and, perhaps, we may be permitted to say that Miss McLeod's pleasing personality, and graceful demeanour, as well as Mr. Heinz's geniality added considerably to the pleasurable interest of the hour.

These representatives of the Company are entertaining the ladies of the Colony this afternoon, in St. George's Hall, and will quit at the Peak Hotel, to-morrow, and leave on Monday next for their three months' tour in India. Undoubtedly success must follow them, and we wish them well.

**MENU.**  
Heinz Luncheon.  
Stuffed Olives Sweet Midgets  
Heinz Cream of Tomato Soup  
Tomato Chutney  
Baked Beans with Tomato Sauce  
Indian Relish  
Mince Pie  
Cherry Ice  
Apple Butter Crackers

## A NEW SOLICITOR.

## ADMITTED TO-DAY.

When His Honour, the Chief Justice, Sir Francis Pigott, took his seat today in Original Jurisdiction, Mr. H. E. Pollock, K.C., instructed by Mr. C. D. Thomson, moved that Mr. John Henry Gardner, a solicitor of the High Court of England, be admitted, under Ordinance, 1, of 1871, to practice as a solicitor in the Supreme Court of Hongkong.

His Honour said he found Mr. Gardner's papers quite in order, and had no measure in admitting him to practice in this Court, and said that the Court welcomed the new solicitor, every success in his profession, and hoped that he would do his best to maintain the high standard of the traditions of the profession which he had adopted for his own.

Mr. Gardner thanked His Honour and left the Court.

Mr. Gardner joins the office of Mr. C. D. Thomson, solicitor.

## THE RACES.

## GRIFPINS FROM SHANGHAI.

Twenty-one ponies were galloped at Shanghai on 25th ult. a midday with a view to filling the order for sixty ponies, the conditions being, weight 140 lbs. Time for the three quarters for a mile, 1:40.35. Twenty-one ponies in all were tried.

The following were passed—

First Trial—Grey, 1:34.25. Grey, 1:30.50. Brown, 1:37.50.

Second Trial—Grey, 1:38.50. Grey, 1:35.50. Brown, 1:30.25. Chestnut, 1:40.00.

Third Trial—Brown, 1:39.25. Grey, 1:30.40. Fourth Trial—Chestnut, 1:39.25. Grey, 1:30.40. Black, 1:40.00.

## THE GAOL HOSPITAL DOCTORS.

This afternoon Mr. F. A. Harland, sitting as Coroner, with a jury, held an inquiry into the cause of the death of Ho Ngan, a prisoner in Victoria Gaol, under sentence for robbery with violence in November, 1903, which event took place on Saturday last.

Dr. W. B. Moore stated that the man suffered from dysentery, and died from heart failure as the result of that disease. He was not in his room when the telephone rang for him.

A juror wanted to know the rule of procedure in case where a man could not be reached, and witness said it was usual to ring up Dr. Hock of the Tung Wah Hospital. Mr. Craig said there was no rule to that effect.

Witness, continuing, said he had always thought there was. The man, however, was so ill that he might have died at any moment.

A juror then asked if the medical officer could not be found in a case of emergency what was the practice, and Mr. Craig, superintendent of the gaol, said the instructions were to ring up another doctor, or the Government Civil Hospital. In this case the prisoner died within eight minutes after the first call. The Coroner said the jury had the right to add a rider to their verdict, and they retired to consider it, when on returning they returned a verdict of "death from natural causes." The rider to the effect that the jurors consider that a doctor should be always in attendance at the gaol hospital.

## BISHOP OF MACAO

## RETURNS FROM TIMOR.

By the German mail steamer, *Prinz Eitel Friedrich*, which came into port this morning, there arrived His Lordship Dr. J. P. d'Azavedo e Castro, Bishop of Macao, accompanied by his secretary, the Rev. A. Moraes Sarmento. Among those who went on board to meet and welcome the Prelate, who is returning to Macao after his pastoral visit to Timor and Straits, were His Lordship Bishop Porro of the Italian Mission, Rev. Fr. P. Novati, of the Spanish Procurator, Rev. Fr. P. G. Gardi, Consul-General A. G. Romano, Vice-Consul Leira, and others. Upon landing His Lordship proceeded to the Spanish Procurator to return the call of Bishop Porro, whence, after partaking of light refreshments, the same party escorted the departing Bishop to the *Prinz Eitel Friedrich*, on which steamer, accompanied by his secretary, His Lordship left for Macao at 2 p.m. to-day. The Bishop was looking remarkably well after his trip to Timor.

## WHANGPOO CONSERVANCY.

Viceroy Chou Fu has written the Consul for Netherlands about the employment of Mr. J. de Rijke in which he says that he received a letter from the Consul recommending the said engineer and he understands that the foreign steamship companies in Shanghai agreed to the advisability of the employment of the said engineer and the Viceroy thinks it necessary to employ a foreign engineer in any case and he wishes to ask Mr. J. de Rijke to come to Shanghai and to draw up a scheme and estimates and decide the date of completion and when agreed the matter will be submitted to the Shanghai Taotai and the Commission of Customs of Shanghai. Then the Viceroy will manage to get an agreement made for the Chinese Government. The said engineer is the same person whom Mr. Hobson recommends and the Shanghai Taotai had also mentioned his name and the Viceroy believes that he must be a very good expert in the works. He had already wired to the Shanghai Taotai to consult with the Consul and the expert to come out to China may be paid by the Chinese but until his arrival in Shanghai he has no power to enter into an agreement with him though the Viceroy has no objection to employ him. The Viceroy then says that he has received from the German Consul-General a book written by the said engineer about the conservancy of the Whangpoo, but the Viceroy had not read it yet and in any case he wishes to read the book if the Consul will send another copy. The Viceroy concludes by saying that he will ask the said engineer to estimate the scheme, etc., and wishes to know the expense to come out to China and the salary he wants, before and by wire, etc.—*The Universal Gazette*.

## THE PLAGUE IN KOBE.

The plague is making serious progress among the young in Kobe, Japan, and has been reported only one being that of an adult. The *Japan Chronicle*, of 26th ult., says: A lad seventeen years of age, who was in the Water Police Jail when another inmate was attacked on Thursday, was himself seized, and on Friday night his case was decided to be plague and he was removed to hospital. Another lad of seventeen, employed by a merchant of Sakaya-machi, was taken ill on Thursday and his case also diagnosed as plague. The third case is that of a lad aged twelve, employed in a mochi shop near the Nanko Temple, who was seized with the terrible disease on Friday.

A serious case is reported from the poor district of Ono. Here a mother and two children, one four years of age and the other a child in arms, were all taken ill on Thursday, and removed to the isolation hospital.

## THE FLOATING MINE DANGER.

## SOWING VLADIVOSTOK WATERS.

## WORK OF CLEARING THE SEAS.

The following bulletin has been published by the Naval Staff of the Imperial Headquarters—

In reply to an application by General Linovitch, Commander-in-Chief of the Russian Far Eastern Army, asking for information respecting the number and position of mines laid by the Japanese Navy in the waters about Vladivostok, the following statement has been sent through Marshal Oyama—

The number, date, and position of mines laid by the Japanese Navy are shown on the annexed list. In forwarding this information, we are desirous of obtaining similar information in regard to the mines, if any, laid by the Russian Navy in the waters along the coast of Korea and Saghalien. The list of the mines laid by the Japanese Navy is as follows—

1. Twelve mines were laid in a zone 1 to 12 nautical miles off Skrippler Island to the south-east.

2. Thirty-nine mines were laid in a zone between a point 8 nautical miles south and 13 miles west of the same island.

3. Twenty-four mines were laid in a zone between a point 64 nautical miles south and 13 miles east of Suiboku Island. All the mines mentioned so far were laid on the 28th and 29th April, 1904.

4. On April 15th, 1905, 715 mines were laid on a line drawn between the north end of Korsakov Island and Arkold Point.

## PIRATES IN MIRS BAY.

On the 1st December, a fishing junk, built up by a pirate junk, the pirates boarding her, and threatening the crew with rifles and revolvers, and then after locking up the crew seized the cargo of salt fish and disappeared. The crew of the robbed junk made for Hongkong and reported the matter, and a junk containing 50 or 60 piculs of that class of fish was seized by the police, the crew being detained for investigation.

## THE CHINESE TAILOR-BIRD.

Amongst the feathered inhabitants in South China, the most frequently met is the tailor-bird, which is in the first ranks of the Ornithological curiosities, also called Sutoria sutoria, apparently because he is the tailor par excellence amongst a great species of similar birds. The Portuguese call it the Chevit sojo; chevit is a word imitative of the sound which the bird makes when it sings, and the adjective sojo, which means dirty, distinguishes it from another widely propagated bird, Zosterops, which has the same name in Chinese, and which resembles the tailor-bird in the colour of its plumage.

The Chinese Tailor-bird is nearly four inches long, its back is brownish or olive green, its breast is dirty white. The wings and tail are dark brown and its head chestnut colour. The male and female can only be distinguished in summer, when the two middle feathers in the tail of the male are almost half an inch longer than the other feathers and are stiff and pointed. The bird is, however, less interesting on account of its pretty plumage than for the wonderful nests which it builds. Usually it builds them in gardens and hatches, apparently twice or three times a year, as one comes across nests with eggs in them from April to August. Although it lays eggs as frequently as the sparrow, it is very difficult to find its nests.

The tailor-bird sews two or three leaves together, making a bag. I have also found two nests together in one banana, where the parts of one leaf, torn by the wind, were folded together and were sewn at the edges and ends. The threads which the bird uses to sew the leaves up are the silken fibres which they search for together and get off various plants. The bird knots it on the outer side of the leaves; the inside is upholstered in the same material and is very soft. The eggs are a rusty red with white flecks, sometimes pale but usually dark at the round end.

I think that the tailor-birds do not appear north of Swatow, but otherwise they are spread all over China, the Malay Archipelago and India. It is one of the birds which act as foster-parents to the young of the plover, the *Cacomantis merulinus*; twice I have found cuckoo's eggs in the nests of the tailor-bird, and I have known in South China by the melancholy cry during the rainy season; after its cry follows a couple of long drawn notes, a couple of shorter notes, becoming deeper in tone each time. The plover is known by its cry, for when it lets itself be heard it knows how to hide itself in a surprising way. In size it compares with the tailor-bird much, as the European cuckoo does to the wren. The eggs of the plover look very much like those of the tailor-bird; they are, however, almost twice as large and dull. I have seen how the tailor-birds look after the young plovers, just as other birds, at home, look after young cuckoos. Amongst the many small birds and butterflies which we come across and which enliven our neighbourhood and the plains, the widespread tailor-bird, which searches everywhere for insects, is one of the most useful and most numerous. It is in the middle of the dust of towns as well as in temple courts is the most delicate and pretty and one is particularly glad to come across it in a district so densely populated as the coast of Kwangtung. I have read somewhere that man built temples on the tops of mountains, because the gods wish to live as far as possible from men. Who that has sojourned in the Celestial Empire can wonder at it? We must, however, remember that those beautiful temples still remain to us amongst the throngs of human beings.—J. C. Kerthaw in the *Far East*.

## JAPAN'S LOSSES IN THE WAR.

## INTERESTING BUT INCOMPLETE.

We (*Japan Chronicle*) have been waiting for months past for some official return of the losses sustained by Japan in the late war. None has yet been issued, but some interesting figures were made public at a meeting held in the middle of the month of December, of the Japanese Patriotic Medical Association, the services of which are now no longer required. Surgeon-General Koike, in the course of a speech, stated that the killed and wounded during the war numbered 228,429, and those registered on the sick list 221,136. These figures were remarkable, it was pointed out, for the fact that the number of sick only, about equalled the casualties of the war, for the number of sick has hitherto been in the proportion of something like 3 to 1 to the number of killed and wounded. The Surgeon-General attributed the small sick list to the progress of medical skill and to certain other causes which were now under investigation.

We are still in ignorance as to the number killed in the theatre of the war, and the number who died of disease, but the figures are given as the latest official returns.

## STEAMER OVER-RUN BY RATS.

It is related in a New York despatch of 28th Oct. that, with hatches battered down and sulphur fumes filling the hold of the British steamship *Sabine*, Captain Young and the crew of that vessel that day anxiously watched the extermination of the rats that have made life a burden to all those on the vessel since she sailed from Java, and until she made port on 28th Oct. Hardly had the *Sabine* passed Singapore when the first of the outbreaks on the part of the rats manifested itself. Sulphur fumes evidently did not agree with them, for they made for the forecastle and every inch of the deck was covered with them. It is impossible for any one on board to sleep. Captain Young received a deputation of his men as the ship was passing through the Suez Canal. They demanded that sufficient canvas be provided them with which to make hammocks. The hammocks were made, but they proved little better than bunks, for the rats moved up the sides of the forecastle quarters and down the ropes that held the hammocks, and soon reach the sleeping crew sending them yelling from their suspended couches. All through the Mediterranean and across the Atlantic the fight between the crew and the rats continued. Longshoremen quickly emptied the ship at New York of her sugar cargo and then sulphur was lighted in the hold, in the forecastle, and in the officers' quarters and out poured the rats.

## HARMONY BETWEEN CHRISTIAN MISSION AND NON-CHRISTIAN CHINESE.

The sixth lecture by Dr. Gilbert Reid at the International Institute, Shanghai, was given on 26th Nov. The subject evoked great enthusiasm. Several missionaries were present to indicate their friendly feelings, and letters of regret were received from Monsiegnor Paris, the Rt. Rev. Bishop Graves, and Father Superior Rodot of St. Joseph's. The chair was taken by Mr. Lembre of the *Echo de Chine*, who in an excellent speech expressed the opinion that missionaries, both Roman Catholic and Protestant, were directly seeking the good of the Chinese and the development of China. The fundamental principle of Christianity was love of man to man without regard to country. This also appeared in the philosophy of the Chinese. The peaceful work of Christian Missions in China would now be considered by Dr. Reid.

Dr. Reid in beginning his address referred to the feelings of the missionaries as a body to the Chinese, also to the distinct aim of the Institute, as seen in its regulations, which was one of harmony between Christians and non-Christians. The subject was one of the greatest importance; the effects concerned not one part of China, but all parts, not one year, but the continued history of China for the last half-century. Looking at the causes of friction in the past, they could be traced to four general causes: first, the desire to convert; second, the conviction that missionaries came to supersede and destroy the religions of China; third, the idea that Christianity was an alien faith; and fourth, the belief that missionaries were emissaries of foreign governments to take possession of China. All other causes of trouble were merely phases of one or other of these four main causes.

The chief thing, however, to consider was not why there had been friction, but how there could be harmony. The discussion would be under four general divisions. The first related to missionaries purchasing property in the interior. In fact missionaries as such had no such right, the church as such had no such right from the treaties; until the American commercial treaty of 1903. A clause giving missionaries such a right appeared in the French treaty of 1860, but not being in the French text, it had no binding force. The Tung-shi Yamen, however, during the time of Prince Kung and the Grand Secretary Wen Hsiang in 1866, drew up a special agreement with the French Minister, whereby the Roman Catholic Church could purchase in the interior as public property such and such a place, while the missionary being a foreigner could not do so. Further, the matter must first be reported to the local official. As officials were found to obstruct, a new arrangement was made in 1895, not requiring a purchase to be reported till it had been actually made. This privilege first inserted in any treaty was in the American treaty of 1903, where it was modified to read that any missionary Society—not the local Church—could rent or lease in perpetuity in all parts of China. In all this the gracious character of the Chinese Government should be noted, that while foreigners are limited to the twenty points, the Christian Church was allowed to establish itself all over China. Besides this great boon which should never be forgotten, there were three suggestions to be offered in connection with this matter of securing ecclesiastical property. First, the officials should not seek to frustrate missionaries in securing property, when done in accordance with the law. The second division related to the intercourse of officials and missionaries. To examine this matter clearly Roman Catholics and Protestants would be considered separately. As to the Roman Catholics an agreement was made in 1899 whereby certain ranks in the Roman Catholic Church from bishop down would correspond to certain ranks of Chinese mandarins. Prior to this time the Chinese gave no official rank to missionaries. As to the position of Protestant missionaries, they had refused to take any rank corresponding to official rank. To avoid trouble, and to help on harmonious relations, the speaker would again give three suggestions. First, let the Chinese recognise that the Roman Catholic missionaries have rank in the Church corresponding to mandarin rank. This does not mean that they are mandarins, unless so honoured by the Emperor of China. It is a reason for such recognition as they are under appointment from His Holiness the Pope who sends special envoys to European Courts. As such they are worthy of esteem. Secondly, let Protestant missionaries be seen by Chinese officials, because they are guests from afar and are men of scholarship. If a missionary is moreover a friend, there will then be no distinction of high or low, but Prince and peasant may alike be seen of the Chinese official with equal respectfulness in their intercourse with officials.

The third division relates to Christian Chinese in their attitude to the rites of other religions. First what is the law. (a) In all the treaties it has been stated that Chinese in adopting Christianity were to be protected, and not insulted or maltreated. (b) Then in the Imperial Edicts of 1801 and 1806 Christians were exempt from paying to idols a religious tax. (c) By the same edicts any call for a religious tax from Christians was to be reported to the local authorities. (d) The authorities were ordered to issue proclamations to instruct the people. (e) And finally officials should manage all such cases justly. If these five points were faithfully carried out, there would be very little trouble. Only four suggestions would be offered by way of addition. First, let every one learn the great principle of full toleration, essential to all ideas of true liberty. If one could be taught to let every other man believe the religion he chose, with no compulsion, peace would have a fair chance of reigning in China. Secondly, Christian Chinese if exempt from certain public taxes, or subscriptions, should be ready to contribute to other works for the general good, as in repairing roads and bridges. Thirdly, if cases arise let missionaries not rush to their Consul or Ministers, but consult with the official in a friendly way and leave the case to him to settle. Fourthly, let missionaries respect the sentiments of the Chinese and not unnecessarily offend Chinese prejudices.

The fourth general division relates to native litigations. The principles already laid down by the Chinese Government should be followed. First, missionaries should not interfere in such litigations. Secondly, officials should decide all such cases equitably. Thirdly, officials must make no discrimination between Chinese who are Christians and those who are not. If these three rules were fully observed, there would be very few riots and very little friction. By way of additional suggestion, it might be stated that missionaries should appreciate the difficulties of the Chinese Government and Chinese officials. To decide the right and wrong of a Chinese lawsuit is most difficult. Only trained men, men of conscience, can hope for any success. Secondly, the expression "indifference" to the people and the Chinese people should be abandoned. Every Chinese should appear in court as plaintiff or defendant, but as a Christian against some one who is not a Christian. Thirdly, let officials endeavour to decide promptly and justly. At present the Chinese are anxious to get rid of extra-judicially, the complaint is that not only foreigners but Chinese converts come under foreign jurisdiction. But the Chinese officials have their opportunity, not at the ports, but in the interior, in connection with Church cases. If officials are unjust, interference may be expected, but if they are real dispensers of justice, not only native cases will be left to them to decide untrammelled, but gradually missionaries will as matter of fact submit themselves to the officials, on whom they rely for protection. But the official must show that they are willing, and able to prevent massacres and barbarities and to act justly.

At this point His Excellency Shen Tun-ho asked leave to speak. He referred to his own experience in settling over a thousand cases in Shanghai, and to how he was always ready to meet the missionaries. He inquired if the Chinese Chinese who they called themselves Christian in their petitions, and they replied, because without it the officials would pay no attention to their complaints. He was very glad that missionaries like Dr. Timothy Richard and Dr. Reid saw the value of influencing the Chinese of education and position as the best way to affect the mass of the people. He had also noticed that many officials were ignorant of international affairs and made mistakes. If education should prevail in China, as in Japan, trouble between the Church and the Chinese people would end.

Dr. Reid added that the remarks of His Excellency completed his own speech, and his belief in what was said had caused him to seize the opportunity in lecturing, especially to the officials in different provincial centers, on treaties and international relations. As Japan had been mentioned, he would like to draw notice to the fact that for the last two years of missionary work in that country there not only been no "missionary difficulties," but no interference in Japanese lawsuits. Japanese Christians seemed satisfied with their own officials. There is no reason why China should not reform her native Courts and secure similar independence.—*N. C. D. News*.

## THE SHANGHAI-NANKING RAILWAY.

The N. C. D. News of 29th Nov. says—

A very interesting ceremony took place at the new railway station at Nanking on Saturday afternoon, when the gentry of Nanking, district of Chiating (coll. Kading), presented the Engineering Staff of the Shanghai-Nanking railway, viz. Mr. A. H. Collinson, Engineer-in-Chief, Mr. G. W. Eves, Executive Engineer, and Mr. Shen Shun-bang, Mr. Tuxford's interpreter, with eight complimentary tablets, in grateful recognition of the harmony and good feeling that had existed between the railway staff and gentry.

The local officials and gentry were invited to a feast, and at about 1 p.m. the tablets were brought from Nanking village to the station. At about 1 o'clock Mr. Collinson rose and gave the following address which was interpreted by Mr. Tseng Hsien, translator to the Engineer-in-Chief.

Gentlemen of Nanking—

On behalf of Mr. G. W. Eves, the Executive Engineer of the Soochow Division, Mr. Tuxford, the Engineer-in-Charge of this Sub-division, and myself, I wish to thank you very much indeed for the gift of these tablets, which conferred on the engineering staff of this railway in presenting us to-day with these very interesting tablets. I can assure you we appreciate your kindness very greatly, and we shall always value these mementoes, regarding them as we do as tokens of the friendship and good feeling that have existed between yourselves and the inhabitants of the neighbourhood and the staff of the railway, during the construction of the section from Shanghai to Nanking.

I wish Mr. Eves was here to thank you himself, but he has been unavoidably detained on business at Soochow. Mr. Tuxford is, however, here and I cannot but feel, and am very glad to have this opportunity of saying so, that the lion's share of credit is due to him and to his very capable Chinese staff, for the energy and ability they have displayed in completing the works of the railway to Nanking with such dispatch as enabled this section to be opened to the public on Monday last.

I am sure the facilities offered by the railway will be greatly appreciated by the residents of Nanking and its vicinity. At the present time only four trains, two each way, are being run to Shanghai, but when it is apparent that there are insufficient extra trains will be provided. I can assure you we will do everything to meet your convenience in these matters, the speed of the trains will also be increased and in a few months it will be possible to reach Shanghai in 12 or 20 minutes, while in the meantime the engineering staff of this railway will be bringing up to date the works of the railway to Nanking by train of two or three hours, so that you will be able to go to Soochow in the morning, see the beauties of that very interesting city, and return comfortably to your homes in the afternoon or evening. Later Nanking and Tientsin and Peking will be brought in direct connection. It will give some idea of the possibilities of this railway if I tell you that I have just arrived here by boat from Quinam, which town I left at 6 to 30 this morning, and although my boat was towed by a special steam-launch, and a very fast one, we did not reach the entrance to the Fukangang until 2.30 this p.m. where I had to change into a small sampan because there was not enough water in the creek for the bigger boat and launch, and after travelling for eight hours I have arrived here late for lunch, causing I am afraid some inconvenience to yourselves. The distance from here to Quinam by railway is twenty-two miles and the journey will be accomplished with the greatest ease less than one hour.

Gentlemen, I will not detain you longer and will conclude by thanking you again most sincerely on behalf of the engineering staff of the railway for these tokens of friendship, and for the kindly feeling which prompted you to commemorate in so interesting manner the harmonious relations which have existed during the construction of the railway—relations which will, I am certain, continue to exist for all time.

After that address, however, presented arranged themselves in a photograph, in a close, all present having enjoyed themselves thoroughly.

PRELIMINARY arrangements for the establishment of a Central Chinese College at Peking were completed by 2.45 p.m. at a meeting held at the British Consulate, the Vice-President of the Board of Trade at Peking. The Vice-President donated a donation of 50,000 taels of silver (500,000 dollars) to the college.

## A STORM IN THE TEACUP.

The *Japan Chronicle* of 26th ult. says—

There appeared in the *Yokohama Specie Bank* on 26th ult. a notice regarding an incident in which Sir John See, the Premier of New South Wales, who has just completed a visit to this country, agreed to receive a formal invitation which was extended to Sir John by Mr. Kondo, President of Nippon Yasei Kaisha, to attend a dinner and reception to the Japanese Administration in Tokyo. This invitation was subsequently accepted, and by a mutual understanding, the event was to be celebrated in the Japanese Press. The notice was reproduced in a Yokohama journal.

These particulars were yesterday brought to the notice of Sir John See, just prior to his departure from Kobe on the *Yokohama*, and he particularly desired to say that nothing had occurred to offend him, and that his visit to Japan has been a pleasant one from beginning to end. Sir John was shown the newspaper extract, and after viewing considerable amount of it, he said: "He pointed out the defence of the Japanese in the matter of the invitation was rather called for, as nothing had occurred; he considered as reflecting upon the prominent Japanese with whom he was brought in contact in Tokyo. What actually did occur Sir John related in a very few words. It appears that among a general company of high Japanese officials and others Sir John entered into conversation with Mr. Kondo, who the latter invited him to attend the dinner. The invitation was given to Sir John by Mr. Kondo, and later suggested that it would be better if the ordinary card of invitation be sent out to him. Mr. Kondo, who was to preside at the dinner, then replied saying that he regretted it was impossible for Sir John to attend the dinner, there being no room for any additional guest of prominence, but suggesting that he might attend the entertainment part of the reception, which was to be held at the residence of Sir John. He admitted that it would have interested him greatly to be present, partly in consequence of his acquaintance with Admiral Kaminari, during the latter's cruise in Australian waters, when Sir John was Premier. The real difficulty in the way was the facts that it was a purely Japanese function, and that he had been informed there was no room for an additional guest, especially one whose name was so prominent. He was much amused at the idea implied in the newspaper extract that if he had been present at the dinner to the Admirals it would have been necessary for them to share with him the honour of the occasion. Sir John recognises that Mr. Kondo probably extended the invitation to him in an offhand way, during conversation, but when Mr. Kondo discovered that the invitation was unfortunate, in the circumstances he might have completely rectified matters and satisfied Sir John by acknowledging the mistake he had made instead of suggesting that the letter should attend the subsidiary part of the entertainment. We are not surprised to hear that Sir John is rather vexed that this trifling incident has got into the papers, but once made public it is due to both parties that should be set at rest. We observe that when the *Japan Chronicle* of 26th ult. (the New South Wales Government representative) also on the same subject, stating what were the facts of the case.

## THE JAPAN-KOREA TREATY.

## OFFICIAL TEXT.

An extra to the *Official Gazette* has been published, giving the text of the Japanese-Korean Treaty, signed on the 17th ult. between the Japanese Minister at Seoul and the Korean Minister for Foreign Affairs. Some difference is noticeable in the official text from what has already been published as regards the details of the Treaty. The official text reads as follows—

"The Japanese and Korean Governments, being desirous of strengthening the principle of the combination of interests, which links the two Empires, have, with the same end in view, agreed upon the following Articles, which will remain binding until the power and wealth of Korea are recognised as having been firmly established."

"Article 1.—The Japanese Government, through the Foreign Office at Tokyo, will henceforward take control of, and direct the foreign relations and affairs of Korea, and Japanese diplomatic representation and Consuls will protect Korean people and interests abroad."

"Article 2.—The Japanese Government will take upon itself the duty of carrying out the existing Treaties between Korea and foreign countries, and the Korean Government binds itself not to enter upon any Treaty or Agreement of diplomatic nature without the intermediary of the Japanese Government."

"Article 3.—(a) The Japanese Government will appoint under His Majesty the Emperor of Korea a Resident-General as its representative, who will remain in Seoul chiefly to supervise diplomatic affairs, and to exercise the prerogative of Korea. (b) The Japanese Government is entitled to appoint a Resident to every Korean port and other places where the presence of such Resident is considered necessary. These Residents and Administrators will be subject to the supervision of the Resident-General. (c) The Japanese Government will appoint a Resident to every Korean port and other places where the presence of such Resident is considered necessary. These Residents and Administrators will be subject to the supervision of the Resident-General. (d) The Japanese Government will appoint a Resident to every Korean port and other places where the presence of such Resident is considered necessary. These Residents and Administrators will be subject to the supervision of the Resident-General. (e) The Japanese Government will appoint a Resident to every Korean port and other places where the presence of such Resident is considered necessary. These Residents and Administrators will be subject to the supervision of the Resident-General. (f) The Japanese Government will appoint a Resident to every Korean port and other places where the presence of such Resident is considered necessary. These Residents and Administrators will be subject to the supervision of the Resident-General. (g) The Japanese Government will appoint a Resident to every Korean port and other places where the presence of such Resident is considered necessary. These Residents and Administrators will be subject to the supervision of the Resident-General. (h) The Japanese Government will appoint a Resident to every Korean port and other places where the presence of such Resident is considered necessary. These Residents and Administrators will be subject to the supervision of the Resident-General. (i) The Japanese Government will appoint a Resident to every Korean port and other places where the presence of such Resident is considered necessary. These Residents and Administrators will be subject to the supervision of the Resident-General. (j) The Japanese Government will appoint a Resident to every Korean port and other places where the presence of such Resident is considered necessary. These Residents and Administrators will be subject to the supervision of the Resident-General. (k) The Japanese Government will appoint a Resident to every Korean port and other places where the presence of such Resident is considered necessary. These Residents and Administrators will be subject to the supervision of the Resident-General. (l) The Japanese Government will appoint a Resident to every Korean port and other places where the presence of such Resident is considered necessary. These Residents and Administrators will be subject to the supervision of the Resident-General. 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(u) The Japanese Government will appoint a Resident to every Korean port and other places where the presence of such Resident is considered necessary. These Residents and Administrators will be subject to the supervision of the Resident-General. (v) The Japanese Government will appoint a Resident to every Korean port











# The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No. 5023

號三十月一十一年一十三光緒

SATURDAY, DECEMBER 9, 1905.

六拜禮

號九月二十英曆

五元 PER ANNUM.  
SINGLE COPY, 20 CENTS.

## Banks.

**HONGKONG AND SHANGHAI BANKING CORPORATION.**  
PAID-UP CAPITAL.....\$10,000,000  
RESERVE FUND.....\$10,000,000  
Sterling Reserve.....\$10,000,000  
Silver Reserve.....\$5,000,000  
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000  
COURT OF DIRECTORS:  
H. A. W. SLADE, Esq., Chairman.  
A. HADY, Esq., Deputy Chairman.  
Hon. C. W. DICKSON, Esq.  
R. GOSWAMI, Esq.  
C. R. LEHMANN, Esq.  
G. H. MEDHURST, Esq.  
A. J. RAYMOND, Esq.  
F. SALLINGER, Esq.  
E. SHALLIM, Esq.  
H. T. SHAW, Esq.  
N. A. SLADE, Esq.  
CHIEF MANAGER:  
HONGKONG—J. R. M. SMITH.  
SHANGHAI—H. E. R. HUNTER.  
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.  
HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 2 per Cent. per annum on the daily balance.  
ON FIXED DEPOSITS:  
For 3 months, 2 1/2 per Cent. per annum.  
For 6 months, 3 per Cent. per annum.  
For 12 months, 4 per Cent. per annum.  
J. R. M. SMITH, Chief Manager.  
Hongkong, 16th November, 1905. [22]

**THE YOKOHAMA SPECIE BANK, LIMITED.**  
ESTABLISHED 1880.  
CAPITAL SUBSCRIBED.....Yen 20,000,000  
CAPITAL PAID-UP....." 10,000,000  
CAPITAL UNCALLED....." 6,000,000  
RESERVE FUND....." 9,000,000  
Head Office—YOKOHAMA.  
Branches and Agencies:  
TOKYO, HONOLULU, SHANGHAI, NAGASAKI, LYONS, SAN FRANCISCO, BOMBAY, TIENTSIN, PEKING, KOBE, LONDON, NEW YORK, MUDDEN, PORT ARTHUR, CHEFOO, DALNY, TIE-LING, OSAKA.  
LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LD.  
PARIS BANK, LD.  
THE UNION OF LONDON AND SMITHS BANK, LD.  
HONGKONG BRANCH—INTEREST ALLOWED:  
On Current Account at the rate of 2 per Cent. per annum on the Daily Balance.  
On fixed deposits for 12 months at 5 per Cent.  
TAKEO TAKAMICHI, Manager.  
Hongkong, 25th September, 1905. [20]

**HONGKONG SAVINGS BANK.**  
THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.  
INTEREST on deposits is allowed at 3 1/2 per Cent. per annum.  
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per Cent. per annum.  
For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
J. R. M. SMITH, Chief Manager.  
Hongkong, 1st May, 1905. [23]

**DEUTSCHE ASIATISCHE BANK.**  
AUTHORIZED CAPITAL.....Sh. Tael 7,500,000  
HEAD OFFICE—SHANGHAI.  
BOARD OF DIRECTORS: BERLIN.  
BRANCHES:  
Berlin, Calcutta, Hankow, Peking, Tientsin, Tsingtau, Yokohama.  
FOUNDED BY THE FOLLOWING BANKS AND BANKERS:  
Koenigliche Seehandlung (Preussische Staatsbank),  
Direction der Disconto-Gesellschaft, Deutsche Bank, S. Bleichroeder, Berliner Handels-Gesellschaft, Bank fuer Handel und Industrie, Robert Warshawsky & Co., Mendelssohn & Co., M. A. von Rothschild & Soehne, Frankfurt, Jacob S. H. Stern, Norddeutsche Bank in Hamburg, Hamburg, Sal. Oppenheim Jr. & Co., Koeln, Bayerische Hypothek und Wechselbank, Muenchen.  
LONDON BANKERS:  
Messrs. N. M. ROTHSCHILD & SONS, THE UNION OF LONDON AND SMITHS BANK, LIMITED.  
DEUTSCHE BANK (BERLIN), LONDON AGENT, DIRECTION DER DISCONTO GESELLSCHAFT.  
INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.  
HUGO SUTER, Sub-Manager.  
Hongkong, 9th September, 1905. [25]

**THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.**  
INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE—LONDON.  
CAPITAL PAID-UP.....£800,000  
RESERVE LIABILITY OF SHAREHOLDERS.....£800,000  
RESERVE FUND.....£875,000  
INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per Cent. per annum on the Daily Balances.  
On Fixed Deposits for 12 months, 4 per Cent.  
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## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM"	3,363 tons	Captain H. D. Jones
"POWAN"	3,358 "	G. F. Morrison, R.M.R.
"FATSHAN"	3,360 "	R. D. Thomas
"HANKOW"	3,073 "	C. V. Lloyd
"KINSHAW"	3,095 "	J. J. Loebius

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).  
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).  
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons	Captain W. E. Clarke
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Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.  
 Departures from Macao to Hongkong daily at 8 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN"	219 tons	Captain T. Hamlin
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

## JOINT SERVICE OF THE H.K. &amp; C. AND MACAO STEAMBOAT CO., LTD.

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM"	588 tons	Captain W. A. Valentine
"NANNING"	566 "	C. Butchart

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., calling at Yunkai, Mahning, Kunchuk, Kau-Kong, Samshui, Howlik, Shiu-tung, Luk-fo, Luk-to, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES—Canton to Wuchow	Single \$15.00. Return \$25.00.
Canton to Tak Hing	Single \$12.50. Return \$21.00.
Canton to Samshui	Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD.

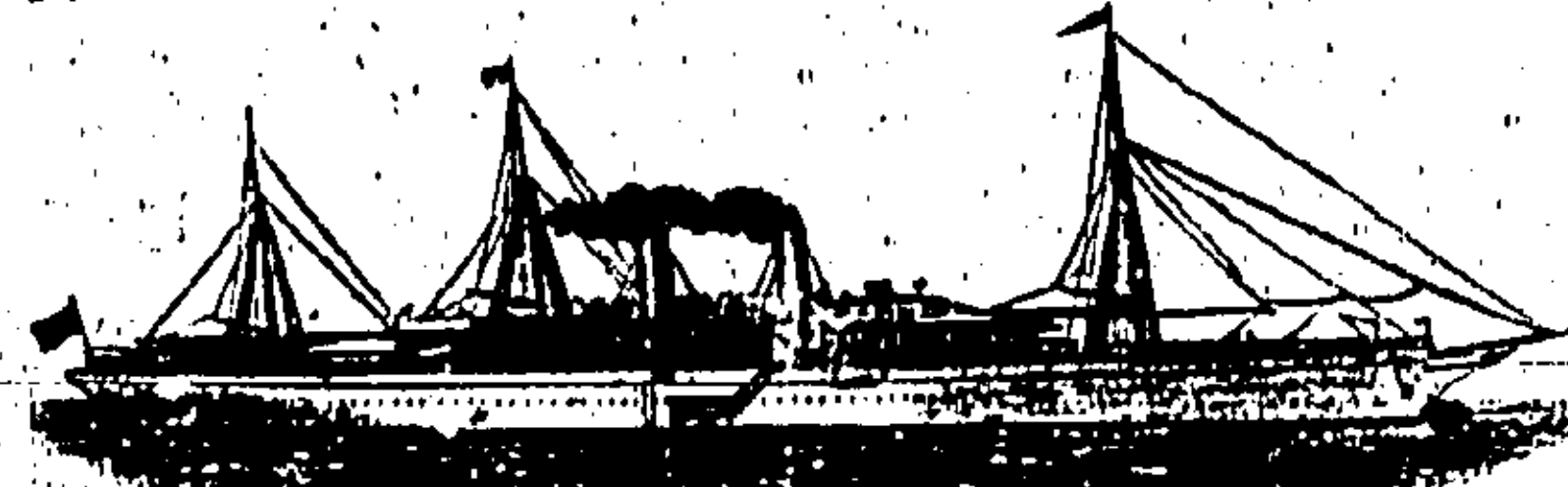
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,

Or of BUTTERFIELD &amp; SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 8th September, 1905.

## CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



## Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line" Saving 10 to 15 Days Ocean Travel.

12 Days YOKOHAMA to VANCOUVER. 31 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).
R.M.S. Tons	LEAVE HONGKONG ARRIVE VANCOUVER
"EMPERESS OF JAPAN" 6,000	WEDNESDAY, Dec. 13, Jan. 3
"EMPERESS OF CHINA" 6,000	WEDNESDAY, Jan. 10, Feb. 3
"ATHENIAN" 4,440	WEDNESDAY, Jan. 24, Feb. 17
"EMPERESS OF INDIA" 6,000	WEDNESDAY, Feb. 7, Feb. 28
"TARTAR" 4,425	WEDNESDAY, Feb. 21, Mar. 17

The Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KORE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, \$100. 2nd Class, \$60. 3rd Class, \$40. Via New York \$62.  
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail, \$40. 2nd Class, \$25. 3rd Class, \$15.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.

Passengers booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to  
 Hongkong, 29th November, 1905. Corner Pender Street and Praya, opposite Blake Plaz. 10

## HAMBURG-AMERIKA LINIE.

DEUTSCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS.	DESTINATIONS.	SAILING DATES.
SITHONIA	HAVRE, BREMEN and HAMBURG.	22nd Dec.
H. Bremen	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
AMBRIA	HAVRE and HAMBURG.	10th Jan.
Wunnenberg	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
BRISGAVIA	HAVRE and HAMBURG.	24th Jan.
Russ.	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
RHENANIA	HAVRE and HAMBURG.	7th Feb.
Frick	(Calling at S'PORE, PENANG & COLOMBO).	Freight and Passengers.
NUBIA	NEW YORK via SUEZ.	About 11th Jan.
Habe	with liberty to call at the Malabar coast.	Freight.

\* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins airships. Lighted throughout by Electricity.

Duly qualified Doctors are carried.

For further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

King's Buildings.

## D. NOMA, TATTOOER.

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. till 5 P.M. My 33 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attainable by any other means. Their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of high rank. Prices Moderate and satisfaction guaranteed as attested by 4,700 Recommendations which I have received from all sources.  
 Hongkong, 29th November, 1904.

## Mails.

## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHE LLOYD, BREMEN.

## EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA.

ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

Also

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

W.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

## PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ HEINRICH	WEDNESDAY, 20th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 3rd January, 1906.
ROON	WEDNESDAY, 17th January.
PREUSSEN	WEDNESDAY, 31st January.
ZIETEN	WEDNESDAY, 14th February.
PRINZESS ALICE	WEDNESDAY, 28th February.
BAYERN	WEDNESDAY, 14th March.
PRINZ REGENT LUITPOLD	WEDNESDAY, 28th March.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 11th April.
SACHSEN	WEDNESDAY, 25th April.
PRINZ HEINRICH	WEDNESDAY, 9th May.
ROON	WEDNESDAY, 23rd May.
PREUSSEN	WEDNESDAY, 6th June.

ON WEDNESDAY, the 20th day of December, 1905, at Noon, the Steamship PRINZ HEINRICH, Capt. F. Grosch, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port on above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 18th December, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 19th December, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 19th December. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

## JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERT, SHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

## PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	TONNE.	SAILING DATES.
WILLEHAD	4,752	TUESDAY, 12th December.
PRINZ WALDEMAR	3,427	TUESDAY, 9th January.
PRINZ SIGISMUND	3,301	TUESDAY, 6th February.

ON TUESDAY, the 12th December, 1905, at Noon, the Steamship WILLEHAD, Capt. Ph. Obenauer, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

## SAILINGS OUTWARDS.

## EUROPEAN &amp; AUSTRALIAN SERVICE. DIRECT FOR YOKOHAMA AND KOBE.

FOR	STEAMERS	ABOUT
YOKOHAMA & KOBE	PRINZ WALDEMAR	TUESDAY, 19th Dec.
SHANGHAI, NAGASAKI, KORE & YOKOHAMA	GNISENAU	WEDNESDAY, 20th Dec.
SHANGHAI, NAGASAKI, KORE & YOKOHAMA	ROON	WEDNESDAY, 3rd Jan., 1906.

\* Reaching Yokohama in less than 6 days.

## NORDDEUTSCHER LLOYD.

or further Particulars, apply to

MELCHERS &amp; CO.,

AGENTS.

Hongkong, 8th December, 1905.

## WEST RIVER BRITISH STEAMSHIP CO.

## HONGKONG-KONGMOON-KAUKONG LINE.

S.S. "TAK HING" and S.S. "HONGKONG."

SAILING EVERY EVENING AT 7 P.M. (SATURDAY EXCEPTED). THE ROUND TRIP OCCUPIES 36 HOURS.

The steamers pass through the silk producing districts, and afford a splendid opportunity for passengers to see the Southern part of the Canton delta.

Fare for the Round Trip.....\$12

## HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK TO SAMSHUI, SHUIHONG, TAKHING and WUCHOW.

They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip.....\$30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—

BUTTERFIELD &amp; SWIRE,

AGENTS,

WEST RIVER BRITISH S.S. CO.,

HONGKONG.

Hongkong, 5th July, 1905.

## Dentistry.

Dr. M. H. CHAUN.

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY,

37, DES VOUX ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 22nd July, 1905.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO at No. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 10th July, 1905.

## SELF CURE NO FICTION!

MARVEL UPON MARVEL!

NO SUFFERING

NEED NOW DESPAIR,

but without running a doctor's bill or falling into the deep ditch of quackery, may safely, speedily and economically cure himself without the knowledge of a second party. By the introduction of

THE NEW FRENCH REMEDY

THERAPION.

A complete medical science, whilst thousands have been restored to health and happiness who for years previously had been merely dragging out a miserable existence.

THERAPION No. 1—A Sovereign Remedy for all diseases from the urinary organs, suppurating infections, the use of which does irreparable harm by laying the foundation of nature and other serious diseases.

THERAPION No. 2—A Sovereign Remedy for all diseases from the urinary organs, suppurating infections, the use of which does irreparable harm by laying the foundation of nature and other serious diseases.

THERAPION No. 3—A Sovereign Remedy for all diseases from the urinary organs, suppurating infections, the use of which does irreparable harm by laying the foundation of nature and other serious diseases.

THERAPION No. 4—A Sovereign Remedy for all diseases from the urinary organs, suppurating infections, the use of which does irreparable harm by laying the foundation of nature and other serious diseases.

THERAPION No. 5—A Sovereign Remedy for all diseases from the urinary organs, suppurating infections, the use of which does irreparable harm by laying the foundation of nature and other serious diseases.

THERAPION No. 6—A Sovereign Remedy for all diseases from the urinary organs, suppurating infections, the use of which does irreparable harm by laying the foundation of nature and other serious diseases.

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THERAPION No. 12—A Sovereign Remedy for all diseases from the urinary organs, suppurating infections, the use of which does irreparable harm by laying the foundation of nature and other serious diseases.

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THERAPION No. 14—A Sovereign Remedy for all diseases from the urinary organs, suppurating infections, the use of which does irreparable harm by laying the foundation of nature and other serious diseases.

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THERAPION No. 25—A Sovereign Remedy for all diseases from the urinary organs, suppurating infections, the use of which does irreparable harm by laying the foundation of nature and other serious diseases.

## A WONDERFUL DISCOVERY.

This is the result of research and experiment, which

all nations are now, in the most rapid manner, adopting for the relief of suffering and the cure of disease.

It is a discovery of the most important kind, and one which will revolutionize the medical world.

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It is a discovery which will revolutionize the medical world, and one which will revolutionize the medical world.



## Intimations.

# POWELL'S GRAND X'MAS BAZAAR NOW OPEN.

Thousands of  
TOYS, GAMES, ETC.

## DOLLS,

75 cts. to \$28.50 each.

Rubber Dolls, Rag Dolls, Woollen Dolls, Squeaking Dolls, Dressed Dolls, Undressed Dolls, Talking Dolls, and Walking Dolls.

## ANIMALS GALORE.

Monkeys, Gorillas, Tigers, Leopards, Panthers, Bears, Wolves, Foxes, Lions, Hippopotami, Rhinoceros, Camels, Dromedaries, Bulldogs, Terriers, Dogs with long tails, Dogs with short tails, Oats, Beavers, Elephants, Squirrels, &c., &c.

## TOYS

Every conceivable kind of Toy procurable.

A Splendid Selection,  
from 20 cents to \$50 each.

CRICKET SETS.  
ROCKING HORSES.  
HOBBY HORSES.  
MAIL CARTS.

DOLLS' PERAMBULATORS.  
DOLLS' HOUSES.  
DOLLS' TEA SETS.

DOLLS' FURNITURE.

All the Newest  
**GAMES,**

60 cents to \$2.50 each.

Pit, Kick, Hooker Ball, Got-a-head, Cockerunt Throwing, Ammunition, Table Croquet, The Rescue, The Bubbler, Union Jack, Jump a little Nag Tail, Stock Exchange, Blockade Runners, British Empire, Trip to the Continent, Railway Races, &c., &c.

Creating  
Roars of Laughter.

CHRISTMAS TREE  
ORNAMENTS  
Innumerable.

LUCKY TUBS containing  
Toys for Children's Parties.

Ladies and Gentlemen are cordially  
invited to bring the Children in  
to spend half an hour in

POWELL'S  
BAZAAR.

Hongkong, 9th December, 1905. [15]

## Intimations.

**THE BRIGHT SIDE**  
of life. It is a feeling common to the majority of us that we do not get quite the amount of happiness we are entitled to. Among the countless things which tend to make us more or less miserable ill health takes first place. Hansen More said that sin was generally to be attributed to biliousness. No doubt a crippled liver with the resulting impure blood, is the cause of more mental gloom than any other single thing. And who can reckon up the fearful aggregate of pain, loss and fear arising from the many ailments and diseases which are familiar to mankind, like a vast cloud it hangs over a multitude no one can number. You can see these people everywhere. For them life can scarcely be said to have any "bright side" at all. Hence the eagerness with which they search for relief and cure. Remedies like

**WAMPOLE'S PREPARATION**  
have not attained their high position in the confidence of the people by bald assertions and boasting advertisements. They are obliged to win it by doing actually what is claimed for them. That this remedy deserves its reputation is conceded. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Nothing has such a record of success in Scrofula, Anemia, Throat and Lung Troubles, and emanating complaints and disorders, that tend to undermine the foundations of strength and vigour. Its use helps to show life's brighter side. Dr. H. L. Reddy, B. A., M. D., L. R. C. S., Edinburgh—L. R. C. P., London—Physician Woman's Hospital—Professor University of Bishops College, Canada, says: "I have much pleasure in stating that I have used it in cases of debility and have found it to be a very valuable remedy as well as pleasing to take." You can take it with the assurance of getting well. It never disappoints. Sold by all chemists. [79]

## A. CHAZALON & CO.

6, QUEEN'S ROAD CENTRAL.

NOTED for their WINES, SPIRITS and PROVISIONS of which they have always a large assortment in stock.

The oldest established EUROPEAN BAKERS in the Colony.

Hongkong, 30th September, 1905. [978]

### HOME-GOING SOLDIERS.

BOOKS, MAGAZINES, etc., for the use of SOLDIERS and their FAMILIES returning home by the transport "DUNERA," will be gladly received by the Chaplain. Address: Room 3, Top Floor, Alexandra Buildings, or a Post Card will ensure their being sent for. Hongkong, 8th December, 1905. [1221]

### DANCING LESSONS.

MR. J. H. PIDGEON begs to inform the general public that he is now prepared to accept pupils for individual or class tuition. TERMS MODERATE.

For further particulars, apply to—  
J. H. PIDGEON,  
No. 11, Caine Road.  
Hongkong, 1st December, 1905. [1182]

### "NOTHING BETTER."

MACLAREN'S CREAM CHEESE not merely "A Better" Cheese, but a "Perfect Cheese."  
To be had in air tight tins to preserve its freshness and good flavour.  
Special rates to Hotels, Clubs, Boarding-houses, Messes, and wholesale dealers.  
H. RUTTONJEE,  
Sole Agents for China.  
Hongkong, 7th December, 1905. [158]

## HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED, IN LIQUIDATION.

### TIME TABLE.

**WEEK DAYS.**  
7.00 a.m. to 7.30 a.m. ... Every 10 minutes.  
7.30 a.m. to 8.00 a.m. ... Every 10 minutes.  
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.  
8.30 a.m. to 9.00 a.m. ... Every 10 minutes.  
9.00 a.m. to 9.30 a.m. ... Every 15 minutes.  
9.30 a.m. to 10.00 a.m. ... Every 10 minutes.  
10.00 a.m. to 10.30 a.m. ... Every 15 minutes.  
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.  
11.00 a.m. to 11.30 a.m. ... Every 15 minutes.  
11.30 a.m. to 12.00 p.m. ... Every 10 minutes.  
12.00 p.m. to 12.30 p.m. ... Every 15 minutes.  
12.30 p.m. to 1.00 p.m. ... Every 10 minutes.  
1.00 p.m. to 1.30 p.m. ... Every 15 minutes.  
1.30 p.m. to 2.00 p.m. ... Every 10 minutes.  
2.00 p.m. to 2.30 p.m. ... Every 15 minutes.  
2.30 p.m. to 3.00 p.m. ... Every 10 minutes.  
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.  
3.30 p.m. to 4.00 p.m. ... Every 10 minutes.

**NIGHT CARS.**  
8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

### SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.  
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.  
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.  
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.  
11.00 a.m. to 1.00 p.m. ... Every 10 minutes.  
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.  
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.  
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.  
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.

**NIGHT CARS as on Week Days.**  
Saturdays.  
Extra cars at 11.30 and 11.45 p.m.  
SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,  
Liquidators.  
Hongkong, 13th July, 1905. [65]

## THE LAND OF GOING-TO-BE.

There's a wonderful land where the waters play  
On a white, bright strand that is far away;  
And the ripples sing as they kiss the shore  
And the pleasant paths forever are trod  
By the ones who abide to the smile of God.  
As they patiently wait by the silvery strand  
For voyagers borne from the earthly land;

Voyagers burdened  
By freight of care—  
Waiting to meet  
And to greet them there;

And that haven of peace my soul shall see,  
For it is the Land of Going-to-Be.

My course is uncharted; the storms beat high,  
And the voice of the wind is an eerie sigh;  
My compass is broken; my sails are torn,  
And hither and thither my bark is borne.  
Yet I know right well that the Pilot knows  
The favouring course that my shallop goes,  
And still in my dreams the haven I see  
And hear the promise it waits for me.

Sails a-flutter,  
And shattered the mast,  
I hail an anchor safe,  
With the voyage past,

All safe from the rage of the mist-mantled sea,  
In the beautiful Land of Going-to-Be.

There are loved whom I lost in a day that is gone,  
But they stand on that strand in the light of the dawn,  
And still through the shadows they whisper to me,  
"Come over, come over the billowy sea,  
For the light of His smile is the light of our day."

And the song in our hearts is an anthem of praise,  
And ever, forever, storm-beaten and tossed,  
I know that my shallop shall never be lost.

Dismasted, dismantled,  
And torn by the blast,  
It shall ride on the tide  
Of the haven at last.

For over the spume of the storm-beaten sea,  
I ride to the Land of the Going-to-Be.

—By A. J. Waterhouse in S. F. Chronicle.

## THIS LIFE OF PEARLS.

Do pearls age? This question, of interest to most ladies, has arisen in connection with a necklace which originally belonged to Madame Thiers, and was bequeathed by her husband, the famous statesman, to the Louvre, where it occupies a prominent place. The necklace, though not particularly remarkable from the historical or artistic point of view, has a high intrinsic value. It comprises 146 pearls, weighing in all 524 carats, and would probably fetch about £24,000. The jewels have been in its case, from year's end to year's end, and it was thought that they were losing their lustre, someone suggested to M. Dossne, Thiers's sister-in-law and executrix, that it would be advisable to sell the necklace and devote the proceeds to the purchase of some work of art for the improvement of the Louvre collection. M. Dossne replied that she did not feel justified in infringing her brother-in-law's wishes. The necklace will consequently remain in the Louvre, whether it loses its value or not. Probably it will be left to our great-grandchildren to ascertain the result of what can only be called a prolonged experiment. In this light its retention in the National Museum is regarded by M. Chaumet, one of the principal Parisian authorities on pearls. The value of life is variable, he says. "There are, in India and China, pearls which are known to be several centuries old, and are still brilliant, but this is due to their having been carefully kept in an even temperature. A pearl exposed to variations of heat and light is sure to suffer. It consists, as every one is aware, of thin layers of a substance secreted by a certain kind of oyster; but it is less generally known that this substance is deposited in crystals (a fact discovered through examination by polarized light), so that the pearl is just as much encased in the diamond to be classed as a crystal. The lustre of a pearl is made up of the combination of the varying colours of its layers of crystals, and would naturally be altered by any alteration of the outer layer. This modification may be caused, M. Chaumet says, by heat, light, electricity and other agents. A lady who, after wearing a pearl necklace at a dance, returns home and carelessly lays the ornament on the cold marble of a table-top runs considerable risk of spoiling the jewels by causing a contraction or expansion of the layers. Moreover, it is common knowledge that pearls blacken after contact with the body of some wearers. No one knows how long a pearl may preserve its beauty under favourable conditions, but it is clear from what M. Chaumet says that this beautiful stone or crystal requires much more careful treatment than any other.—Morning Post.

## WHITAKER WRIGHT'S PALACE.

WITHDRAWN FROM SALE AT £35,000.

The whole of the beautiful freehold estate known as Lea Park, Witley, formerly belonging to the late Mr. Whitaker Wright, was on October 26, by the order of the court, put up for auction, in fifty lots, at the Borough Hall, Godalming.

"There will be new owners for the whole of the property before ten days," declared the auctioneer, Mr. Holland Peck, of Messrs. Hampton and Sons, at the outset. Four hours later over £70,000 had changed hands, but the principal lot, the residential estate, with its magic submerged room and wonderful ballroom, still remained in the hands of the Court of Chancery, having been withdrawn when the bidding stopped at £35,000.

While speaking in the highest terms of the mansion standing within its 435 acres of gardens, woodlands, and plantations, with its lovely chain of lakes, the auctioneer remarked that some persons might have gathered the idea from certain newspaper articles that the building was equal in size to a couple of Buckingham Palaces, with Sandringham thrown in, and that Lake Como was in the grounds.

The electric light fittings as described, however, give an indication of the 'lavish expenditure of the late owner of the property. They were specially designed by a skilled artist, and cost at an enormous sum of money.

Around the estate was a four-mile massive stone wall, built at a cost of £35,000. The ballroom was a masterpiece, and the stables were second to none in England. The possessor would have his boating, fishing, and golfing, and would be among scenery that the prosaic auctioneer could not trust himself to speak of.

It was the most magnificent chance, he declared, that had ever occurred in the history of mankind, and the property was just suited for what was urgently needed in this country, a very high class hotel, a Carlton in the country.

"Twenty-five thousand pounds" offered one of the audience of 400 who were packed in the hall.

"Thank goodness, the stabling's paid for already," the auctioneer announced joyfully. At £35,000 there was an ominous pause, and the property was withdrawn. "Some of the small cottages, which may be converted into week-end 'bolt holes,' were sold at remarkably high prices, but there was little competition for larger lots, and the prices obtained generally were not good."

## Notices of Firms.

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

I HAVE this day appointed Messrs. SHEWAN, TOMES & CO., GENERAL MANAGERS for Hongkong for the above Society, in the place of Mr. F. KIENE, whose engagement has been terminated.

J. T. HAMILTON,  
General Manager for the East.  
Hongkong, 14th November, 1905. [1119]

OCEAN ACCIDENT AND GUARANTEE CORPORATION, LTD.

I HAVE this day appointed Messrs. SHEWAN, TOMES & CO., AGENTS for the above Corporation, in place of Mr. F. KIENE, whose engagement has been terminated.

J. T. HAMILTON,  
Manager for the East.  
Hongkong, 14th November, 1905. [1120]

## For Sale.

FOR SALE.

VALUABLE RIVER FRONT PROPERTY, in CANTON, near Electric Light Company's Power House. Over 150 feet River Frontage.

Apply at—  
144, SHAMHEEN, CANTON.  
December 8th, 1905. [1214]

### FOR RENT OR SALE.

RESIDENCE on the CENTRAL AVENUE, SHAMHEEN, CANTON. Occupies a half lot. Well located and suitable for a Business Firm. EIGHT LARGE ROOMS, the usual Small Rooms and Two-storied Servants' Quarters.

Apply to—  
"T. R."  
C/o China Mail,  
Hongkong.  
December 8th, 1905. [1215]

## To Let.

TO LET.

COMFORTABLE APARTMENTS FOR GENTLEMEN.

1 LARGE DOUBLE ROOM and 1 SINGLE ROOM, Central Position.

Apply at—  
9, ICE HOUSE ROAD.  
Hongkong, 25th November, 1905. [1161]

### TO LET.

NO. 4, CLIFTON GARDENS, Conduit Road.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 30th October, 1905. [1176]

### TO LET.

NOS. 10 & 15, KNUITSFORD TERRACE, KOWLOON.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st December, 1905. [1177]

### TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy Town.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 27th June, 1905. [692]

### TO LET.

A BUILDING at CAUSEWAY BAY, formerly in occupation of the Steam Laundry Co., Ltd.

No. 17, WONG-NEI-CHONG ROAD.  
No. 5, CLIFTON GARDENS, Conduit Road.

No. 1, RIFON TERRACE.  
FLATS in MORRISON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).  
GODOWNS: PRAYA EAST.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 2nd December, 1905. [169]

## GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 11th day of December, 1905, at 3 P.M., on the Sites by Order of His Excellency the Governor, of Eight Lots of CROWN LAND, at Kau U Fong in the Colony of Hongkong, for a term of 75 years with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

### PARTICULARS OF THE LOTS.

No. of Sale.	Registry No.	LOCALITY.	Boundary Measurements.				Contents in square feet.	Annual Rent.	Upset Price.
			N.W.	S.E.	M.E.	S.W.			
1	Inland Lot No. 1747	Kau U Fong	feet, 45'	feet, 44'	feet, 82'	feet, 139'	483	8	3,381
2	Do.	Do.	feet, 62'	feet, 58'	feet, 46'	feet, 69'	3,363	54	23,541
3	Do.	Do.	feet, 58'	feet, 56'	feet, 45'	feet, 45'	2,612	41	18,494
4	Do.	Do.	feet, 59'	feet, 57'	feet, 45'	feet, 45'	2,668	42	18,676
5	Do.	Do.	feet, 59'	feet, 57'	feet, 45'	feet, 45'	2,668	42	18,676
6	Do.	Do.	feet, 54'	feet, 54'	feet, 83'	feet, 83'	4,459	8	3,313
7	Do.	Do.	feet, 40'	feet, 40'	feet, 110'	feet, 110'	4,776	18	5,332
8	Do.	Do.	feet, 85'	feet, 51'	feet, 45'	feet, 45'	306	4	2,142

Hongkong, 2nd December, 1905.

## Hotels.

## KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.  
PRIVATE BAR and BILLIARD-ROOMS.  
HOT and COLD WATER throughout.  
ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).  
ELECTRIC PASSENGER ELEVATOR to each floor.  
TABLE D'HOTE at separate tables.  
For Terms, &c., apply to the—  
MANAGER.  
Hongkong, 4th December, 1905. [1195]

## OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN  
EVERY ROOM.

EUROPEAN MANAGEMENT

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1905. [177]

## ORIENTAL HOTEL, MACAO.

A FIRST CLASS HOTEL situated in the Centre of Praya Grande with splendid view of the Harbour.

LARGE and LOFTY ROOMS,  
Elegantly Furnished.

EXCELLENT CUISINE.

WINES and SPIRITS of the best quality.

BILLIARD TABLE, the best in the Far East.

EVERY COMFORT FOR RESIDENTS AND TOURISTS.

For Terms, &c., apply to—  
THE MANAGER.  
Macao, 16th October, 1905. [880]

## Auctions.



### PUBLIC AUCTION.

THE Undersigned have received instructions from the MILITARY AUTHORITIES, to sell by

PUBLIC AUCTION,

ON

MONDAY,

the 11th December, 1905, at 11 A.M., at King's Park, Kowloon,

3 CORRUGATED IRON BUILDINGS, the MATSHEDS now standing, a quantity of BARBED WIRE,

AND THE REMNANTS OF FURNITURE, &c., &c., &c., lately used by the Russian interned Sailors.

TERMS—As usual.  
HUGHES & HOUGH,  
Government Auctioneers.  
Hongkong, 5th December, 1905. [1193]

### PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

ON

MONDAY,

the 11th December, 1905, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street.

A LARGE ASSORTMENT OF JAPANESE CURIOS,

Comprising—  
OLD SATSUMA VASES, INCENSE BURNERS, WALL PLATES, GOLD and SILVER CLOISONNE WARE, TEA SETS, LACQUERED WARE, SILK EMBROIDERIES, OLD BRONZES, WALL HANGINGS, KAKEMONOS, IVORY ORNAMENTS, &c., &c., &c.

Catalogues will be issued.  
TERMS—As usual.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 6th December, 1905. [1201]

## Intimations.



THE POPULAR  
**SCOTCH**  
"BLACK & WHITE"



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to

H. M. THE KING

and

HRH THE PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Stores. [845]

XMAS  
CAKES and PUDDINGS  
A SPECIALITY.



## Intimations.



E

BLEND.

VERY OLD

LIQUEUR

SCOTCH

WHISKY.

Per Dozen - \$16.50

A. S. WATSON &amp; CO.,

LIMITED.

WINE &amp; SPIRIT

MERCHANTS,

ALEXANDRA BUILDINGS.

Hongkong, 28th October, 1905.

[32]

GREGOR &amp; CO.,

19, QUEEN'S ROAD CENTRAL.

BEER

PILSENER.

CROWN LABEL.

\$13.00

Per Case of 4 Dozen Quarts.

\$19.50

Per Case of 8 Dozen Pints.

Hongkong, 10th June, 1905.

[33]

**MARRIAGE.**  
On the 10th No., at Bombay, HERBERT GRAYHURST PEARSON, Barrister-at-Law, Calcutta, second son of the Right Hon. Sir Charles Pearson, Edinburgh, to ANNE ESKINS, third daughter of the late E. E. E. E. Scott, Esq., of Linbury Wilkeson, Middlesex.

**DEATH.**  
At Sea, between Luzon and Colombo, on the P. and O. s.s. "Sardinia," on the 10th November, EDWARD FREDRICK CROWSE, I.C.S., late Commissioner of Orissa, in his 46th year.

**The Hongkong Telegraph**

HONGKONG, SATURDAY, DECEMBER 9, 1905.

## CHINESE EXCLUSION.

As might have been expected, some definite pronouncement was certain to be made by President Roosevelt, at the opening of the United States Congress the other day, on the subject of the exclusion of Chinese from America in reference to the boycott. It is pleasing to note from Reuter's cable that, in his message to Congress, the U.S. President realised that the main cause of the boycott in China had been the resentment of the Chinese students and merchants at the harshness of the American law towards the educated Chinamen. And it is still more satisfactory to learn from the American President that the better classes of China should be encouraged to go to America and be treated on exactly the same footing as other foreigners of a similar class, only Chinese labourers being excluded admission into the States. At the very first meeting of the Washington Cabinet held on October 3, the most interesting subjects discussed were, first, the Chinese boycott against American goods; and, second, the consideration of complaints made by the Chinese Government against the methods of execution of the existing Chinese exclusion laws. The important fact developed was that the President's efforts last summer to ally the indignation of the Chinese by a circular of instructions to the American Ministers to China and consular officers therein had in a measure failed of its purpose and required considerable amendment to secure the object sought. Mr. Rockhill himself reported that it had not been found possible to carry out the instructions contained in the circular without doing great injustice to worthy Chinese and imposing burdens too heavy to be borne upon the American Consuls. It will be remembered that, when Secretary Taft was in Hongkong on his return visit from the Philippines with the Congressional party, he had a somewhat lengthy discussion with a few of the Chinese members of the community on the subject of the exclusion of Chinese from American territory. Secretary Taft then promised that the reasonable suggestions put forward on behalf of the Chinese would receive due consideration in proper season. Being freshly from the East Secretary Taft at the first Cabinet meeting took a prominent part in the discussion when it was broached by Secretary Root and presented some of the results of his observations on his Oriental trip. It transpired that the requirement that American Consuls identify the Chinese seeking certificates admitting them to American ports imposed a task upon those officials beyond their ability. The Chinese applicant frequently came from some place far distant from the American Consulate and the Consul was consequently obliged to refuse to identify as proper persons to be admitted to the United States many worthy Chinese, which, of course, led to bitter complaint and fostered the boycott feeling. Secretary Taft also brought forward the instance, that was urged upon his attention at Government House here, in which a Chinese merchant who desired to send his son as a shop assistant to his branch store in the United States, with a view to ultimately admitting the son to partnership, found that the boy was barred on the charge that he was a coolie. It was represented at the meeting that Chinese living in the British and French and Portuguese Asiatic colonies, being really citizens of those nations, did not see why they could not be admitted to America under proper passports, instead of being required to produce the unpopular certificates. These were only a few of the complaints made against the administration of the existing exclusion law. We gather from a San Francisco despatch that the trend of the opinion in the Cabinet meeting was that these complaints, after all, were directed rather against the construction placed upon the law than against the Act itself, and especially against the definition given in California to the term coolie, so it was practically decided that some important changes in the present regulations must be made. Taken in conjunction with the reported statement of the President's congressional message, there is every hope that the educated class of Chinese will have their righteous grievance removed and labour no longer under the invidious disabilities to which they were unjustly subjected.

## LOCAL AND GENERAL.

**Messrs. D. Sanson and Co., Ltd.**, have just issued a calendar for 1906 from the Norwich Union Fire Insurance Co., of which they are the local agents.

**Dr. F. O. Stedman, M.D.**, has been appointed a member of the Medical Board and to serve as secretary of the Board in place of Dr. Alexander Rennie, M.D., resigned.

**BUSINESS** is said to be flourishing in Cebu, and the rebuilding of the city along the improved street lines and regulations laid down by the Commission soon after the fire that swept the city a year ago, is progressing rapidly.

**A WIRE** to the *Strait Times*, of the 18th inst., says: At the St. Andrew's Day dinner (Calcutta), Lord Minto made significant allusions to army reform in India. He referred to "the strong army that defends India" as being the only guarantee of security for the development and happiness of India.

**THE Japan Daily Mail** says that some 3,000 horses and cattle released by the Russians in South Saghalien are wandering over the country without shelter and cannot hope to survive this winter. The Japanese authorities are making strenuous efforts to save some of them, and it is hoped that about one-third of them will be preserved.

**PROGRAMME** of music to be performed by the Band of the 129th Baluchis on the New Parade Ground, on Monday next, from 4 to 5.30 p.m.:—  
Overture "Le Flûte".....Adolph Adam  
March "Les Blanches".....Ph. Fahrlach, Jr.  
Song "The Everlasting Day".....Fred. Hevan  
Selection "Genevieve de Brabant".....Offenbach  
Valse "Hautbois".....J. Offenbach  
Festive "A National Song".....J. Offenbach  
God save the King.

An artistic wall calendar, with a perfectly finished chromo picture of a lady, is the latest in the advertising line that has reached this office. The calendar, which is for next year, is issued by the Law Union and Crown Ins. Co. founded in 1825 and whose local agents are Messrs. Shewan, Tomes and Co. The Law Union has funds in hand exceeding £5,500,000, and its annual income exceeds £900,000, sterling.

It is reported that the Central Government at Peking is discussing the advisability of ordering the suspension of the copper money mints in the various provinces, under the Viceroy and Governors; the striking of the copper cash pieces to be done only in three places, viz., Peking, Tientsin and Shanghai, all under control of the Board of Revenue. It is, perhaps, unnecessary to state that such a measure will be met by strenuous opposition on the part of the officials of the present provincial mints.

**THE S. F. Press**, of 2nd inst., says: The Russian battleship *Tzarevitch* returned to the Roads this morning from Tientsin. The ship went to sea on the 2nd inst. It is stated that there is some discontent amongst the crew regarding the salt meat supplied them. The men allege it to be unfit for human consumption, and yesterday a couple of petty officers went to the Port Health Officer and asked that the Health Officer examine it. They were told he could not do this and advised them to go to a private doctor, and this is stated to have been done.

We are requested to state that on Sunday special missionary sermons will be preached in the naval and military church, Wanchai. In the morning the preacher will be the Rev. S. G. Tope from Canton and in the evening Mr. Bone. On Monday a missionary tea will be provided at six o'clock after which the annual meeting will be held. Mrs. Macdonald of Wuchow, Kwangsi, will tell the story of the medical work in Wuchow, and Mr. Tope will speak on Mission work in the Kwangtung Province. Mr. G. E. Woodward has kindly consented to preside.

**THE Straits Times**, of 30th ult., says:—The s.s. *Lai Sang*, Capt. Lake, cleared at noon yesterday for Hongkong with about 600 Chinese passengers. Early this morning she returned to the roads and reported that she had put back owing to smoke having been discovered issuing from the hold. It is supposed that the cargo is on fire. Later in the day she signalled for lighters and a steam launch to come alongside. Later, we learn that a slight fire broke out in the No. 4 hold, but was got under without difficulty. Some cargo in the hold has been damaged by water.

**THE** following returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 30th ult., as certified by the managers of the respective Banks, are published in the *Gazette*—

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China,.....	\$3,664,586	\$2,300,000
Hongkong and Shanghai Banking Corporation,.....	13,733,957	9,000,000
National Bank of China, Limited,.....	68,015	40,000
Total,.....	\$17,466,558	\$11,340,000

**THE** annual bazaar and sale of work of the *Ajile de la Ste Enfant* will be held in the Convent, Wanchai, from Monday, the 11th, to Saturday, the 16th inst. The articles on sale will include beautiful hand-embroidered blouses, some fine lace, etc., etc., and French dolls. The Rev. Superior informs us that, through the courtesy of Mr. Gray Scott, the general manager of the Hongkong Electric Co., there will stop at the Convent door for the convenience of patrons. The five-cent first class fare from Post Office to Arsenal Street will be extended, during the Bazaar week, to the French Convent. Considering the admirable work which is carried on in this excellent institution the public will not require persuasion to meet the Rev. Mother's appeal to attend and support the annual sale.

## ARRIVAL OF THE GRIFINS.

## FOR THE FORTHCOMING RACES.

## A FINE BATCH OF PONIES.

"The longest day has an end." For some weeks past Hongkong sportsmen have grown anxious as to the arrival of the subscription griffins for the coming races. Many rumours were current to the effect that there was a scarcity of ponies in North China and it was feared that the Shanghai Horse Bazaar might not be able to meet the order from Hongkong, and should they be able to get the required number of griffins, the animals would not be up to the standard. There were doubts also as to whether the ponies would be able to pass the time test. Quite a few alluded to the price of the ponies and we believe from this and other rumours they concluded that the races would be held very late this season, or if sufficient ponies could not be had the race carnival would have unavoidably to be abandoned. These rumours fell through when a *Telegraph* representative interviewed Mr. T. F. Hough, the clerk of the course, on the subject, when the genial race official stated that the ponies would be here ere long. A few days after our sporting contributor, "The Riding Boy," wrote that a batch of ponies was about to leave Shanghai for this port. Nothing further had been heard since until, on Tuesday morning last, we were given to understand that Mr. T. F. Hough, the Clerk of the Course, had received a telegram from the Northern port confirming the above report.

From inquiries made we learned that thirteen subscription griffins—the first batch for Hongkong this season—had been despatched by the Indo-China Steam Navigation Co.'s s.s. *Choy Sang* on Monday and that they were due to arrive here yesterday morning. The steamer did not reach port until this morning, having been delayed at Swatow.

In the forenoon the Hongkong Jockey Club issued the following *Express*—

"Thirteen subscription griffins, having arrived from Shanghai per steamer *Choy Sang*, members are notified that same will be drawn for at Kennedy's Repository to-day, Saturday, 9th December, at 4 p.m."

## ON BOARD THE "CHOY SANG."

No sooner the telephonic message reached this office that the vessel was moored alongside Jardine's wharf at West Point, a *Hongkong Telegraph* representative boarded the vessel and soon saw the obliging second officer of the boat.

"What was the cause of your delay at Swatow?" asked the newspaperman.  
"We were delayed about twenty-four hours on account of a very dense fog which came up on the evening of the 6th and lasted until the morning of the 7th while we were anchored off the Lammoeks, outside Swatow. Very unusual weather for this time of the year."

Our representative then had a look around and found fifteen ponies in boxes quartered in the fore part of the ship, all appearing in good condition, and from a glance it could be ascertained that they were a batch of fine animals.

"Thirteen of these," remarked the chief officer who was supervising the discharge, and pointing to the ponies, "are from Tientsin for Jardine's."

"How did the ponies fare on the way down?"  
"Very well. You see we had a very good trip and they were eating nearly all the time. These griffins, I understand, are part of the 180 ponies the *Hai Shing* brought down to Shanghai from Tientsin."

At the fore part of the ship there was a scene of great activity. Coolies standing on the top of horse boxes adjusting ropes with the noisy steam winch at work raising the horses in their boxes, while a band of coolies on the quay held on to a stout guide rope which was fixed on to each horse-box and in this way got the box over the side of the ship and on to the wharf.

"What do you think of the griffins?" asked the reporter of a racing man who was standing near by.

"None of your piebalds (qualified by a rather forceful adjective), skewbalds and spotted, this time," remarked the gentleman. They are the best batch I've seen for a long while, and if the others to arrive are like these I think we are lucky."

By noon the last pony was over the side and on to the pier and some minutes later the fifteen "griffs" were being marched eastwards en route to the Hongkong Horse Repository.

In our opinion the best and fastest pony of the lot, No. 6, sustained one or two nasty bruises during the voyage, but this will be healed before long. Our attention was also directed to pony No. 12, a well-built and strong looking animal. He is the tallest griffin of the bunch, and could we rely on appearances, there is not the slightest doubt that he will make a good 'un when in proper trim.

## THE DRAWING.

This afternoon in the compound of the Hongkong Horse Repository the drawing of the griffins which arrived this morning took place. There was a very scanty attendance, when it commenced. Following are the results—

**Pony No. 1.**—Drawn for Mr. A. Dabington. A rather light pony. At a glance there are signs of his having been trained before. He landed here mightily lame in the shoulder.

**No. 2.**—Drawn for Sir Paul Chater. An iron-grey pony. Probably the handsomest of the bunch and in addition a powerful one. Supposing he does not turn out a racing pony he could command a good figure as a hack or polo.

**No. 3.**—Drawn for Mr. G. C. Moxon. A grey and pretty pony. Very close looking. Possesses a nice head and strong loin.

**No. 4.**—Drawn for H.E. the Governor. A very handsome-looking chestnut pony. The only fault we can find at present is his colour. He presents a rare stamp and looks like galloping.

**No. 5.**—Drawn for Mr. J. W. Bolles. A very big, upstanding pony. Powerful looking, and as he is at present unclipped one cannot see his point.

**No. 6.**—Drawn for Mr. J. A. Lopp. A very nice quick-looking grey pony. He has one disadvantage and that is he possesses a sore back. This was noticed on arrival at Kennedy's Stables by the manager, who wished it and treated it antiseptically. This will prevent him being ridden for about a fortnight.

**No. 7.**—Drawn for Mr. A. Helmer. A liver-coloured chestnut with a white star. This pony is on the small side but looks an honest one.

**No. 8.**—Drawn for Mr. W. A. Cruickshank. A dark chestnut. Very good looking. Possesses a long sloping quarter, slightly rounded in the back, and shows a rather straight shoulder.

**No. 9.**—Drawn for Mr. Craig. A very pretty and neat-looking grey pony. Clean legs, a nice head and strong loin.

**No. 10.**—Drawn for Capt. Arbuthnot-Leslie. A bay, fat, and heavy-looking pony. He requires a great deal of work to get him ready for the race meeting.

**No. 11.**—Drawn for Hon. Mr. C. W. Dickson. A grey pony. A big powerful one, with hocks well set down, a little loaded in the shoulder but well rigged up.

**No. 12.**—Drawn for Mr. D. Donahoe. A big black pony. Very good looking, and rough in condition. Considering that this pony has done his time in his present state, it shows a sign of good improvement.

**No. 13.**—Drawn for Mr. D. Macdonald, of Messrs. Butterfield and Swire. Another black pony with a white star. A strong looking pony.

## PARTNERSHIPS REGISTRATION.

A well-attended meeting of the members of the Penang Chamber of Commerce was held on the 27th ult. to consider the Registration of Partnerships Bill.

The Chairman (Mr. E. M. Janion, Chartered Bank) remarked that an Ordinance had been introduced by Government containing certain amendments to a former Bill suggested by the Penang Chamber of Commerce. They had been called to consider the new Bill. He read them a letter from the Singapore Chamber of Commerce, dated 24th ult.

## OBJECTIONS FROM SINGAPORE.

The letter from Singapore—a very lengthy document—stated that in view of the importance of the Bill, the Singapore Chamber had got the Government to postpone the second reading to 9th January next. The Bill, continued the letter, does not propose to make any alteration in the existing English law, except that the penalty of non-registration is the loss of claim to the benefits of partnership and inability to sue, which latter the Government gives effect to in sections 10 and 12. It appears to the Singapore Chamber that under these sections, creditors would be deprived of the powers they at present possess of suing a man who can be proved to be a partner, but who, under the Ordinance, cannot be registered. If none of the partners are registered, none can be sued; and an unregistered partner can neither sue nor be sued. The result would be that, among the Chinese, there would be many unregistered partners, and the disabilities would fall more upon the European creditors than upon the native debtors. Other measures with the same end in view as desired by the Bill were to be found in the proposed stamping of books, etc. The Bill as it stands, would involve official interference with business, and place restriction on trade which it always has been the aim to avoid. The question should be considered from the general effect it would have upon the large body of traders rather than upon the section that is into the Bankruptcy Courts. The question resolved itself into one of giving of credit, which is a matter of individual judgment. Proceeding, the letter said that the figures of failures show that these have not been on the increase during the last fifteen years; and do not exceed \$1,000,000 per annum, a proportion of which is recovered. It is not contended that failure to recover the balance is entirely or even partly due to non-registration. It would be of no advantage to know who the partners are if they reside in inaccessible places. Many firms might have their business in the hands of a Manager—who, in fact, would be an unregistered partner—while the registered partner might be in Java or China. Another objection cited by the Singapore Chamber was that the registration would be universal—which, if considered, would involve a hardship on small traders coming in and out of the port and drive away the trade of the Colony. In conclusion it urged the Penang Chamber to co-operate against the Bill.

## VARIOUS OPINIONS.

The Chairman, continuing, said that he would be very glad if any member would give them his opinion on the subject.  
Mr. F. O. Hallifax, said that this was one of the most important questions that had come before the Chamber for very many years, and one that called for the greatest consideration from every member there. If the most serious objections would have to be kept out of the Bill, and even if all the objections were to be kept out, it was doubtful whether the Bill would be of any benefit to them. Mr. Hallifax alluded to Clause 10, Section 6, of the Bill which provides that—

"If the firm be a corporate body of one of which all the members are resident within the Colony, all agents who purport to act on behalf of such firm shall be personally liable, jointly and severally for all debts and upon all contracts incurred or entered into, by or on behalf of the firm during the period of registration."

That clause, Mr. Hallifax stated, would not affect the Banks but simply the firms; and implied that others would see their partnership agreement would become public property. It only affected partnership, and that was all. If two men went in for a thing and had a dispute, they would have no remedy at law except they were registered under the Bill. They had also got to consider the hardship to the individual members of partnerships by its not being a single and final registration but a yearly registration; while every change in the partnership had to be notified to the Registrar. They had to consider in what way this Bill would really benefit them. And there was no compensation for the money they would have to pay to get their money registered, and that would take a very large amount of money from the trade of the place. That was not what they wanted. He did

not think that the Bill could be carried out without the main object being lost, and he thought that it would be better to leave things as they are at present.

**OBJECTIONS.**  
The Hon. Mr. Bromhead (Malayan) wished to cite a passage from the letter from the Singapore Chamber, which was very misleading. The letter said that the effect of Sections 10 and 12 was that a partner who was not registered could not sue or be sued. But Mr. Bromhead pointed out that the penalty for non-registration was that a firm could not sue in respect of any debt incurred during the period of non-registration. If they had looked at Section 10, they could see that partners who did not register could not bring actions against each other. Sub-section (ii) provides that in the case of registered firms an unregistered partner could not be sued. If a firm was not registered, there was absolutely nothing in the Bill to support the contention in the Singapore letter that an unregistered partner could neither sue nor be sued, and to say that might create a great misconception of the Bill.

Mr. Hallifax considered that they could not take proceedings in Court if a firm was not registered.  
The Hon. Mr. Bromhead (Malayan) said that it was his duty to register a firm, whether he was registered or not. Section 10 said that "the register shall be a prima facie evidence of the facts and particulars therein appearing," and if a man was not registered, that fact would not be in his favour.

Mr. Cecil Guinness said that this Bill proposed no new thing. In certain other countries registration is carried out. It comes into force in a firm when the first deed is made and has not been found a hardship; and there it was required that the certificate to trade be put up in the office. If a basis of registration was to be adopted, certain partners who were known to have a great interest in the Colony in the way of property, would be known to be actually partners.

This Bill was not a perfect Bill, but the best way to get a perfect Bill would be to make essential amendments in it to give the desired registration. Mr. Hallifax thought that the effect of the Bill would be to put the sleeping partner out of the reach of the law.

Mr. Guinness rejoined that if a partner was registered, they would know whether or not to give credit to that man's name.

## REGISTRATION APPROVED.

Mr. Guinness then moved the following resolution:—  
"That this meeting approves of the general principle of Registration of Partnerships, but of opinion that certain of the provisions (of the Bill) require considerable amendment, and thanks the Government for introducing it."  
Mr. Buttery seconded.  
Mr. Hallifax moved an amendment:—  
"That in view of the Bill, which would be created by Registration of Partnerships this Chamber considers it inadvisable to continue the proposed registration."  
Mr. J. Mitchell seconded.  
On a division, only four voted for the amendment, and fifteen for the motion as moved by Mr. Guinness, which was accordingly declared carried.

## A SALVAGE CLAIM.

## THE LATE CAPT. YRIBAR'S SUCCESSFUL SUIT.

The Manila *Cable News*, of 5th inst., says:—The Supreme Court rendered a decision yesterday in the suit of Antonio Yribar vs. Millan, Marty and Miljans. The steamer *Don Juan*, owned by defendants while en route from Hongkong to Manila, caught fire when 30 miles from the coast of Luzon. The news having been communicated to Manila, the steamer *San Antonio*, commanded by Captain Yribar, plaintiff in the present case, came to the rescue of the burning ship and towed same to this port, saving the lives of passengers and valuable merchandise. Upon arrival at Manila it was found that part of the salvaged vessel's cargo consisted of Mexican silver, the importation of which was then prohibited, and the money was seized and turned into the treasury. Defendants refusing to settle for the services rendered by Captain Yribar, suit for the recovery of costs and fees of salvage was instituted, and the possession of the Mexican coin, as the most valuable part of the cargo, was made the object of the litigation. Defendants brought a counterclaim for 5,000 pesos, alleged to be the difference between the amount of silver invoiced at Hongkong 20,000 pesos and the sum found on board upon the vessel's arrival in Manila, the missing money, according to defendants, having been stolen by Captain Yribar.

The Supreme Court yesterday disallowed this counterclaim, holding that there was no evidence to support the allegation of theft. As the claim of plaintiff for costs of salvage, in the sum of 14,500 pesos, incurred by cost of coal, salary and board, etc. of the saving crew, the Supreme Court reversed the judgment of the lower court in favour of plaintiff but found the latter entitled to one-third of the 70,000 pesos now deposited in the treasury as fees of salvage. Fate, however, has not willed that plaintiff should live to enjoy this Mexican property. Captain Yribar soon after the saving of the *Don Juan* took command of the *La Aurora*, which was lost in March of this year, between Hongkong and Manila, in the same waters in which he had proceeded, eight months previously, to the assistance of the burning *Don Juan*.

The world's output of gold last year is now estimated at sixty-nine and a half millions, mining and the output of silver at sixteen and a half millions.

**THE Manila Cable News**, of 5th inst., says:—One of the most unprovoked murders that has occurred in the Philippines since the American occupation, took place on Thanksgiving night in the city of Cebu when First Lieutenant Pedregon of the constabulary, tranquilly, shot and killed a Filipino policeman of that city. The murder has been arrested, disarmed from the Constabulary and will be prosecuted to the fullest extent of the law, with the assistance of the constabulary.

## SHIPPING AND MAILS.

**MAILED.**  
Indian (*Gregory*) 10th inst.  
French (*Grassy*) 10th inst.  
Australian (*Chiff*) 10th inst.  
German (*Grassy*) 10th inst.  
Canadian (*Grassy*) 10th inst.  
The *Manila Cable News*, of 5th inst., says:—The *Manila Cable News*, of 5th inst., says:—The *Manila Cable News*, of 5th inst., says:—



## TELEGRAMS.

## "HONGKONG TELEGRAPH" SERVICE.

## FREE FIGHT AT SHANGHAI

## BETWEEN POLICE AND NATIVE RUNNERS.

## DETENTION OF FEMALE WITNESSES.

(From Our Own Correspondent.)

Shanghai, 6th Dec., 1905.  
11.45 a.m.

A free fight took place at Shanghai yesterday between the police of the Mixed Court and the native runners. The disturbance originated from an alleged grievance due to the detention as prisoners of a number of female witnesses who are required in connection with cases that have been remanded by the Magistrates.

An attempt was made to remove, by force, nineteen women from the custody of the police. The attempt failed.

Meetings of the native guilds and of the Chamber of Commerce will be held to-day, at which resolutions will be submitted in support of the correctness of the Magistrates' action.

[Reuter's.]

## Labuan.

SIR JOHN ANDERSON GOVERNOR.

LONDON, 7th December.

The appointment of Sir John Anderson as Governor of Labuan, an addition to the Straits Government, and an agreement for a British Resident to control the administration of Brunei, are officially announced.

[A recent issue of the *British North Borneo Herald* states:—We have to announce that, after the close of the present year, the Colonial Office will resume direct responsibility for the administration of the Crown Colony of Labuan, and the rule of the Chartered Company of British North Borneo will cease. The administration thereof will be transferred to the Governor of the Straits Settlements. On the 1st January, Sir John Anderson will take the oath of office in Labuan as Governor and will, we understand, appoint Mr. MacArthur, who lately acted as British Consul for Brunei & Co., his chief officer for the future charge of the Colony. His step has been thought necessary by the Imperial Government, we are informed, on grounds of Imperial policy. The changed status of Singapore, its conversion into an Imperial naval base, of which the expropriation of the Tanjong Pagar Dock Company's property is one outward and visible sign; the growing importance of Labuan as a coaling and cable station; and the existing conditions in the neighbouring Sultanate of Brunei, have all, we believe, been essential factors in determining this step.

From the point of view of British North Borneo, we hail this change with great satisfaction. The closer proximity of the Straits administration and the impending changes for the better in that chaotic country, Brunei, cannot but prove of lasting benefit to this State. More than that—the finances of the Colony during the sixteen years' administration by the Chartered Company have only on five occasions shown an equilibrium and something more; the remaining eleven years have shown deficits which have had to be met out of the resources of the Chartered Company. The net deficit up to the end of 1904 totals \$11,850, and that for this year, will approximate \$60,000. This is a sum of money which the Chartered Company can ill spare, and however much from a sentimental point of view the severance of the administration may be regretted by some, it has long been felt by others that since the real *raison d'être* of its union with this State has now for some years been otherwise provided for by the acquisition by the Chartered Company of independent territory bordering Gaya Bay, and by the foundation and rise of Jesselton, the time had come when this drain on the revenues of the State should cease and Imperial Government be asked again to resume direct control.—Ed., H.K.T.]

## Great Britain and Germany.

Prince Buelow speaking in the Reichstag said, that correct relations between the Cabinets of any two countries should not exhaust their policies; but popular passions sometimes jeopardised Cabinet policies; for example, we have now to reckon with a deep popular aversion to us in England, and it is only recently that any tendency against this dangerous tension has been noticeable in the leading English circles. We sincerely hope that this indicates the beginning of a desire for a renewal of an unfortunately interrupted understanding.

The Triple Alliance was unimpaired, but Germany must be strong enough to hold her own without allies.

In regard to East Asia, relations with Japan were good and friendly, and he believed that the Japanese, who through bravery and intelligence had won a position among the Great Powers, were anxious to consolidate the position by a policy inspiring confidence.

The Anglo-Japanese treaty contains nothing contrary to Germany's aims, and we have striven for and desire the open door.

The greatest possible securities for peace are the maintenance of the integrity and the independence of China.

## Russia.

Later.

Grave disorders have occurred in Transcaspian territory, in which the troops are participating, especially at Akabad.

## Political.

It is believed that Sir Campbell-Bannerman will go to the House of Lords, leaving Mr. Asquith to lead the House of Commons.

## THE HONGKONG REGATTA.

## A SUCCESSFUL MEETING.

The second meeting of the Hongkong Regatta was held under the most favourable auspices, at Aberdeen, to-day.

**PATRONS:**—H.E. The Governor, Sir Mathew Nathan, K.C.M.G., H.E. Major-General Villiers-Hutton, C.B., Capt. L. A. Barnes Lawrence, Sir H. S. Brinkley, Kt., Hon. Sir C. P. Chater, Kt., C.M.G., Colonel Darling, R.E., A. Denison, Esq., Lt. Colonel H. G. Fitton, D.S.O., Sir F. Pigott, Kt., H. E. Pollock, Esq., K.C., E. H. Sharp, Esq., K.C., H. Skell, Esq., J. R. M. Smith, Esq., A. Turner, Esq., Commodore R. P. Williams, R.N.

**Committee of Management:**—Hon. Mr. Gertrude Stewart, Chairman, Lieut. A. Cooper, R.E., E. W. Mitchell, Esq., G. A. Caldwell, Esq., C. H. Grace, Esq., G. J. Gale, Esq., P. Lammer, Esq., A. H. Rouse, Esq., Hon. Treas.: F. W. Warre, Esq., Hon. Sec. Umpires:—C. E. H. Beavis, Esq., C. H. Grace, Esq., W. H. Polts, Esq.  
**Judges:**—E. W. Mitchell, Esq., H. P. White, Esq., Lt. C. W. Beckwith, R.N.

The day was proclaimed a public holiday. At 10 a.m., three parties of sight-seers and participants in the events of the Hongkong Regatta, held at Aberdeen, left the Hongkong side simultaneously for the scene of the day's doings. The *Sun Cheung* left Wing Lok street wharf to take up her position as "flagship"; the Royal Hongkong Yacht Club launch left Blake Pier, and the Dock Company's *Kidde*, the latter launch making a second trip at 1.30 p.m. for those who were unable to get over in the morning. After 4.30 p.m. a number of launches took over a large contingent of Hongkong residents who were unable to get away from the city early in the day. Immediately upon their arrival the interested holiday-makers joined the party on board the flagship to follow the rest of the races.

The day was somewhat cloudy, but fine, and the sea fairly smooth, so that a successful day's sport was looked forward to. Crossing over from Hongkong to the westernmost end of the island a somewhat strong breeze was encountered and the sea slightly rose; but in the shelter of the bay in front of the docks, the wind was felt but moderately, while the sea comprised within the limits of the course was comparatively smooth.

On the way over a number of launches, almost amounting to a fleet, followed in the wake of the official boat—the *C. J.*, and arrived practically in a regular line. The flagship *Sun Cheung* was moored in an advantageous position just off the docks and was "dressed" from stem to stern in her gala dress of bunting, as also were the *Andrie Rickmers* and the *Vorwarts*, two vessels now in the Aberdeen Dock undergoing overhaul. The quarters of the employees of the Dock Company were also gay with flags from the international signal code, while in a central position was a boat occupied by a refreshment stall where edibles and drinkables were served during the day under the management of the Occidental Hotel of Kowloon. The fleet of boats afloat, also sporting their quota of colour, added to the gay brilliancy of the scene.

Among those present were His Excellency the Governor, accompanied by Captain Arbuthnot-Lisle, and Captain Smith, A.D.C., and Mr. R. A. B. Ponsonby, who arrived at 11.30 a.m., and brought with him the following party: Sir Francis and Lady Pigott, Hon. Gertrude Stewart, Miss Hancock and the two Misses Gave-Brown. At 12.15 p.m. Lady Noel and party arrived on the launch *Cheriton*, which Sir Paul Charter had placed at their disposal. Admiral Sir Gerard Noel arriving about the same time in the over torpedo boat. The Band of the Royal West Kent Regiment arrived just as the third race was being rowed. The soldiers took up a position just outside the enclosure and to the delight of the large gathering at once treated the spectators to one of the choice selections which the musicians, under the baton of Bandmaster McKelvey, know so well to render at every public function.

In order that the course might be kept as smooth as practicable instructions had been issued to launches moving about to go at no greater rate than half speed, thus obviating too much back-wash, while no boat whatever was allowed to moor in front of the flagship or the enclosure.

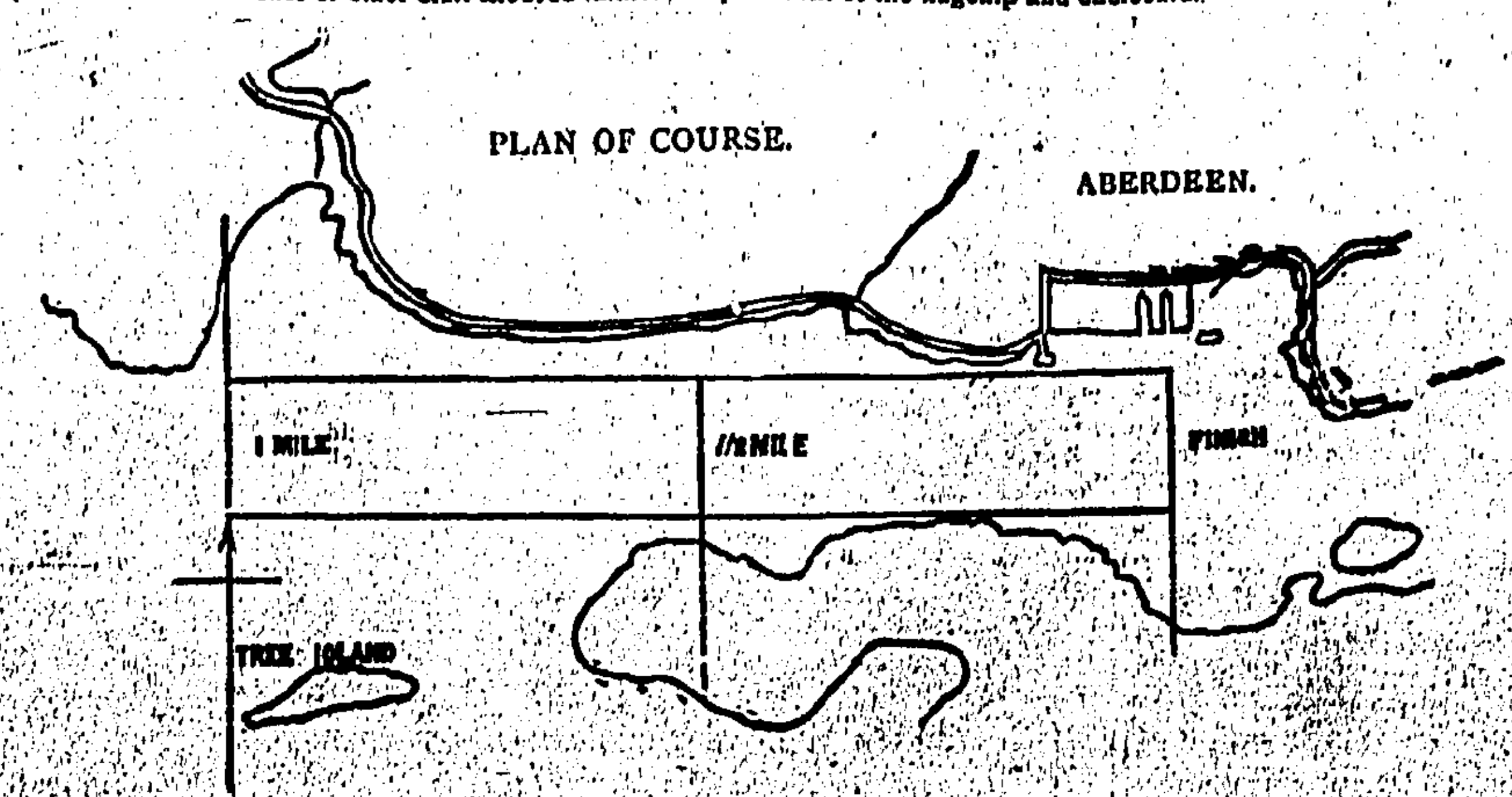
It was intended that the keynote of the proceedings should be punctuality in starting each race, the start taking place without a moment's wait for late competitors who were not on the scene at the notified time for starting. This was rendered necessary on account of the length of the programme and the early arrival of dusk at this season. There was, however, no reason for any late arrivals, inasmuch as a ship's bell elapsed not uncannily the signal "ready" for two full minutes before each event, thus giving all competitors ample time to be at the starting point in good time. As it happened, from one uncontrollable cause and another the first race did not start till 11.55 a.m. and was an easy win for L. A. Musso; the results of the other races being given below.

## TUB SCULLS.

The first race of the day was the Tub Sculls—open to those not competing in the Stewards' Challenge Cup. Distance 1 mile. Following were the entries:—

Station No. 1.—Hongkong.—L. A. Musso, Victoria R.C. 1st. 12 lbs. Colours.—Red and White.

Attached to the official programme was a plan of the course which we reproduce below. Launches when coming on to the course moved at half speed and, as stated, kept as far as possible on the Apichau side on their way to take up their positions. No launches or other craft moored immediately in front of the flagship and enclosure.



Station No. 2.—Centre.—L. D. D. Cantor, R.C. 1st. 11 lbs. Colours.—Blue and White.  
Station No. 3.—Apichau.—L. Brown, Victoria R.C. 1st. 11 lbs. Colours.—Red and White.

L. A. Musso, V.R.C. ... 1  
L. Brown, R.C. ... 2  
L. Dumas, Cantor R.C. did not turn up. The wind was rather "dicky" for these boats. Time: 4m. 0 1/2.

## BROWN CHALLENGE CUP.

For light six-oared gigs. Open to (a) Royal Garrison Artillery, (b) Royal Engineers, (c) British Infantry Regiments, (d) Departments. Units may enter more than one crew if desired. Distance 1 mile. The entries were:—

Station No. 1.—Hongkong Royal Engineers, Bow, Sgt. F. Stokes, Supt. C. Spier, Supt. C. A. Fisher, Supt. P. Tanner, Supt. A. Barnes, 2nd Corp. S. Murray, Supt. E. Grimsey, Cox.

Station No. 2.—Apichau 2nd Batt. The Queen's Own Royal West Kent Regt. Bow, Pte. Rowlands, L/C. Petersen, L/C. Flinn, Pte. T. Irner, Pte. King, L/C. Barnett, Bandman Faulkner, Cox.

Royal Engineers ... 1  
West Kentis ... 2  
The Engineers had the race pretty well all their own way from the very start, and gradually increased the distance till they rowed in easy winners, having some 85 to spare. Time: 8m. 0 1/2.

## JUNIOR FOURS "B."

For heavy clinker-built boats. Open to those not competing for the Challenge Cup or Junior Fours A. Limited to residents of Hongkong. Distance 1 mile. The entries were:—

Station No. 1.—Hongkong, Victoria R.C. J. S. Alves, Bow, 2. J. H. V. Hance, 3. L. A. Musso, L. Brown, Sir. Cox, R. W. Pearson. Colours.—Red and White.

Station No. 2.—Apichau. Royal Hongkong Yacht Club, W. Stewart, Bow, 2. H. W. Lester, 3. J. Hanon, H. Schoenher, Sir. Cox, G. A. Caldwell. Colours.—Blue and gold.

Victoria R.C. ... 1  
R. H. Yacht Club ... 2  
This was not a very close race. Brown, who stroked the V. R. C. boat, had a stronger crew than his opponent and won somewhat easily by three lengths, the distance that divided his boat and Schoenher's. Time: 8m. 17 secs.

## MEN-OF-WAR GIGS AND WHALE-S.

For Service boats and Service conditions. Distance 1 mile. There were thirteen entries as follows:—

No. 1 Hongkong, H.M.S. "Dee" crew.  
No. 2 Station. "Hogue's" No. 1 crew.  
No. 3 "Hecia's" crew.  
No. 4 "Otter's" crew.  
No. 5 "Hogue's" No. 2 crew.  
No. 6 "Hecia's" crew.  
No. 7 "Hecia's" crew.  
No. 8 Kowloon Depot.  
No. 9 H.M.S. "Elitrick's".  
No. 10 "Alcryn's".  
No. 11 "Lichen's".  
No. 12 "Tama's".  
No. 13 Apichau. "Din's" crew.

The large number of boats which lined up for the race did not, unfortunately, allow of its being concluded without several fouls occurring. Twelve boats started in all. When the gun was fired they appeared to have got off well evenly together, but on nearing the winning post it was seen that some of them could not avoid fouling one another. Some did actually take place, and at the conclusion of the race protests were lodged with the Stewards who considered them in private. Later in the afternoon, the decision was announced, with the following result:—

H.M.S. Elitrick's crew ... 1  
Hogue's No. 1 crew ... 2  
Hogue's No. 2 crew ... 3  
Lichen's crew ... 4  
Time: Unascertainable; there was no judge on board.

## THE ADJOURNMENT.

After the men-of-war gigs race, His Excellency the Governor, who had been watching the events from the flagship with the greatest interest and enthusiasm, with his party of guests mentioned, adjourned to His Excellency's tender *Stanley*, where he gave a luncheon party.

For Four Oars. Rowed in light clinker-built boats of 5 strokes, with coxswain. Open to crews representative of any Amateur Rowing Club. Distance 1 1/2 miles. The entries were:—

Station No. 1.—Hongkong/ Canton R.C. ... 1  
F. G. Herb, Bow 11 0 3 C. Alfors 12 2  
2. E. E. Andrus 11 2 W. Imhoof, Str. 13 8  
Cox, A. W. Purnell, 11st.

Colours.—Blue and White. Boat, Clasper, Oars, Ayling.

Station No. 2.—Apichau. Royal Hongkong Y. C. ... 1  
F. A. Biden, bow 10 12 3 W. O. Köhler 11 2  
2. A. B. Ruse 11 12 F. W. Warre, Str. 12 0  
Cox, G. A. Caldwell, 8th. 11b.

Colours.—Blue and gold. Boat, Leux. Oars, Ayling.

Canton R.C. ... 1  
Royal H.K. Yacht Club ... 2  
The race did not cause any excitement and was a comparatively easy win for the Canton visitors.

Time, 8m. 0 1/2 secs.

## STEWARDS' CHALLENGE CUP.

For Sculls. Rowed in best boats. Distance 1 mile. The entries were:—

Station No. 1.—Hongkong.—W. Kunzel, Canton R.C. 1st. 12 lbs. Colours.—Blue and White.

## THE COURSE.

Attached to the official programme was a plan of the course which we reproduce below. Launches when coming on to the course moved at half speed and, as stated, kept as far as possible on the Apichau side on their way to take up their positions. No launches or other craft moored immediately in front of the flagship and enclosure.

Station No. 1.—Apichau. H. W. Kennett, Royal Hongkong Y. C. 1st. 6 lbs. Colours.—Blue and gold.

W. Kennett ... 1  
W. Kennett ... 2

One of the most races of the day, exciting considerable enthusiasm from the spectators. It was keenly contested from start to finish, the boats racing for the entire distance almost level with each other, and when Kunzel, of Canton, crossed the winning line, his boat was a bare three-quarters length ahead of Kennett's, so winning the Judge's verdict in his favour.

Time: Unascertainable.

## THE GOVERNOR'S CHALLENGE CUP.

For Four Oars. Limited to residents of Hongkong. Each boat's crew to be drawn from a single unit which is defined as a regiment, a ship, a corps, the Volunteers, a firm, or any other body of gentlemen working together at the same profession or calling. If any of the above units are not strong enough to provide a complete crew then any combination of two similar units may be made. A club is not included in the definition of a unit. Distance 1 mile. There were five boats entered as follows:—

Station No. 1.—Hongkong.—Royal Engineers. ... 1  
A. G. Ramsford ... 11 9  
Hannay, bow 10 3 A. B. Ogle 11 9  
2. G. L. Hall 10 5 C. Cooper, Sir. 11 2  
Cox, Major E. B. Simon, 9st. 11 lbs.  
Colours.—Red and Blue Quartered.

Station No. 2 Station.—Messrs. Melchers and Blackhead. ... 1  
A. Schoenemann ... 11 1 3 C. König 13 3  
Bow 11 1 3 C. König 13 3  
2. A. Berlingier 12 7 W. O. Köhler, Str. 12 2  
Cox, G. A. Caldwell, 8st. 11b.  
Colours.—Blue.

Station No. 3 Centre.—Royal West Kent Regt. and Coldstream Guards. ... 1  
E. S. Ward, Bow 11 4 3 M. W. Graham 12 4  
2. C. W. Case ... 11 4 W. Belgrave, Sir. 10 8  
Cox, Capt. F. J. Joslin, 9st. 7 lbs.  
Colours.—White.

Station No. 4 Eastern Extension Telegraph Co. ... 1  
W. Pak, Bow 9 0 3 J. Hanon 13 2  
2. P. C. Murray 11 11 G. H. Mackay 10 5  
Cox, J. O. Hughes, 1st. 11b.  
Colours.—Yellow, Green and Chocolate.

Station No. 5.—Apichau. Hongkong Volunteer Corps. ... 1  
J. H. Hance, Bow 10 8 3 H. W. Lester 12 8  
2. C. E. Hance 11 10 J. W. Mitchell 12 7  
Cox, H. W. Kennett, 9st. 6 lbs.  
Colours.—Yellow, Red and Black.

Royal Engineers ... 1  
Royal West Kent Regt. and Gold ... 2  
Stream Guards ... 3  
Hongkong Volunteer Corps ... 4

Following on the previous race the event of the day when the Governor's Challenge Cup brought out the best of Hongkong's oarsmen in competition for honours, saw a very closely contested and exciting race which resulted, as above. The other contestants were nowhere in the race. The finish was a very close one.

Time: Unascertainable.

## MEN-OF-WAR CUTTERS.

Service boats: service conditions. Distance 1 mile.

H.M.S. *Andromeda's* No. 2 Crew ... 1  
Hogue's Crew ... 2  
H.M.S. *Tamar's* No. 1 Crew ... 3  
H.M.S. *Tamar's* Crew was not placed.

## JUNIOR FOURS A.

Rowed in heavy clinker-built boats. Open to those not competing for the Challenge Cup or Junior Fours B. Distance 1 mile.

Canton Rowing Club ... 1  
Royal H.K. Yacht Club ... 2  
V. R. C. ... 3

Stream Guards ... 1  
Hongkong Volunteer Corps ... 2

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Time: Unascertainable.

## SHIPPING PROSPECTS.

The following interesting notes are taken from the "Norwegian Shipping in the Far East," compiled by Mr. Bjørn Aagaard, Norwegian Consul at Hongkong.

We are afraid that the splendid results acquired by owners who had boats on the spot when rates rose by leaps and bounds at the time the war broke out and who made easy money during the war, have induced too many owners to send old steamers, unsuitable for the coast, out to the East, the natural consequence of this, coupled with the present fall after a long time of activity, being that the market in the South is glutted with tonnage.

The good reports from the home market will do doubt be the means of again absorbing some of the superfluous tonnage. However, the expenses pertaining to the return of the steamers to Europe will be felt most acutely by owners having such, of small tonnage, and the bulk of the Norwegian fleet out here consists of vessels of this class. So far, the only small boat returning to Europe is the *Defiance* which was fixed from Bangkok.

A slump in the freight market is prophesied by many experienced shipping men, while others maintain that the trade next spring will rather increase than drop. We are not of the opinion that any retrograde movement will assume gigantic dimensions, as the Siberian and Sakhalin trades again will be opened in the spring, and other trades already have sprung up and new are sure to follow.

Anyway even if we are to experience a temporary depression of serious character, the Eastern trade taken in its entirety are bound to flourish and increase as a direct consequence of the practically unlimited demand, possibilities of China and Japan and owing to the interest which the war has kindled in exporting, importing and mercantile circles in the United States and Europe. There can be no doubt that Asia is the land of the future and the advent of the mammoth steamers now trading between the West coast of America, Japan and China has brought us yet nearer to a realisation of the dreams of the Pacific as the Mediterranean of the modern peoples.

May our owners at home, by patience and perseverance now as in the past show that they follow their time and in concord continue to work for the expansion of Norwegian trade and shipping in the Far East.

Thanking all of you for the support you have been kind enough to extend, and for the trust which so many of you have shown us, and wishing you all a prosperous New Year.

JUDGMENT in a case of considerable local interest has just been given in Saigon, says the *Korea Daily News*. It appears that Messrs. Rondon Plaisant & Co. obtained from the Korean government the monopoly of the ginseng export for two years and subsequently made an agreement on this basis with Messrs. Chazalon of Shanghai. As, however, the Korean government repudiated the contract in the second year Messrs. Rondon Plaisant & Co. were unable to fulfil their obligations and Messrs. Chazalon consequently withheld payment of a sum of 5,000,000 due on the first year's business. The Shanghai Court originally decided in favour of Messrs. Chazalon, but an appeal to the Saigon Supreme Court has resulted in a reversal of the verdict on all points.

## To-day's Advertisements.

## VICTORIA AMATEUR DRAMATIC CLUB.

THE Members of the above Club will give their first performance in the Theatre of St. Patrick's Club, Garden Road (near the Tram Station).

TO-NIGHT,  
December 9th, 1905.  
When Houdicault's Famous Irish Drama in Three Acts,  
"THE S' AUGRAUN."  
will be presented.

The Play will also be given  
ON  
MONDAY 11th, TUESDAY 12th,  
SATURDAY 16th December, 1905.  
Doors open at 8 P.M. Commence at 8.30 P.M.  
sharp. Chairs may be ordered for  
11.30 P.M.

PRICES:  
Reserved Seats, 2s; Unreserved 1s.  
Soldiers and Sailors in uniform, half price.  
Seats may be booked at the ROBINSON PIANO CO., LD., where plan is on view.  
Hongkong, 9th December, 1905. 1194

## THE HONGKONG FROZEN FOOD SUPPLY.

## REDUCTION IN PRICES.

CUSTOMERS are requested to note the following REDUCTION IN PRICES:—

AUSTRALIAN SMOKED MULLET \$0.50 per lb.  
AUSTRALIAN SMOKED SCHNAPPER 0.50 " "  
AUSTRALIAN OYSTERS, 2 1/2 doz. Bottles 1.00, " bot.  
AUSTRALIAN OYSTERS, 5 doz. Bottles 1.90, " "  
Hongkong, 9th December, 1905 149

THE SISTERS OF THE FRENCH CONVENT beg to ANNOUNCE THAT THE ANNUAL BAZAAR AND SALE OF WORK will be held in the Convent, Praya East, from  
MONDAY, December 11th, to  
SATURDAY, December 16th.

Electric Trams pass the door of the Convent. The Articles on sale will include Beautiful Hand-embroidered Muslins, some Fine Laces, etc., etc., and French Dolls.  
The Public are earnestly asked to kindly attend and support the Bazaar.  
Hongkong, 9th December, 1905. 1281



## Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

## OUTWARD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"STENTOR"	13th December.
GLASGOW and LIVERPOOL	"KANCHOW"	26th "
GLASGOW and LIVERPOOL	"TELEMACHUS"	29th "
GLASGOW and LIVERPOOL	"PYRRHUS"	2nd January.
GLASGOW and LIVERPOOL	"PAK LING"	2nd "
GLASGOW and LIVERPOOL	"SAINT BEDE"	9th "
GLASGOW and LIVERPOOL	"PATROCLUS"	9th "

S.S. "Stentor" left Singapore at 5 p.m. on the 7th inst. and is due here on the 13th.

## HOMEWARD.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"HECTOR"	19th December.
GENOA, MARSEILLES & L'POOL	"GLAUCUS"	20th "
AMSTERDAM, LONDON & ANTWERP	"TYDEUS"	2nd January.
AMSTERDAM, LONDON & ANTWERP	"IDOMENEUS"	16th "

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

## THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL  
OVERLAND COMMON-POINTS IN THE UNITED STATES  
OF AMERICA AND CANADA.

## EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"TELEMACHUS"	1st January.
all PACIFIC COAST PORTS, via		
NAGASAKI, KOBE and YOKOHAMA	"NINGCHOW"	1st February.

## WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and	"TYDEUS"	26th December.
PACIFIC COAST	"PING SUEY"	26th January.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 9th December, 1905.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"FOOCHOW"	11th December.
MANILA	"TAMING"	12th "
CEBU and ILOILO	"KAIPONG"	22nd "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, SYDNEY and MELBOURNE	"CHANGSHA"	27th "

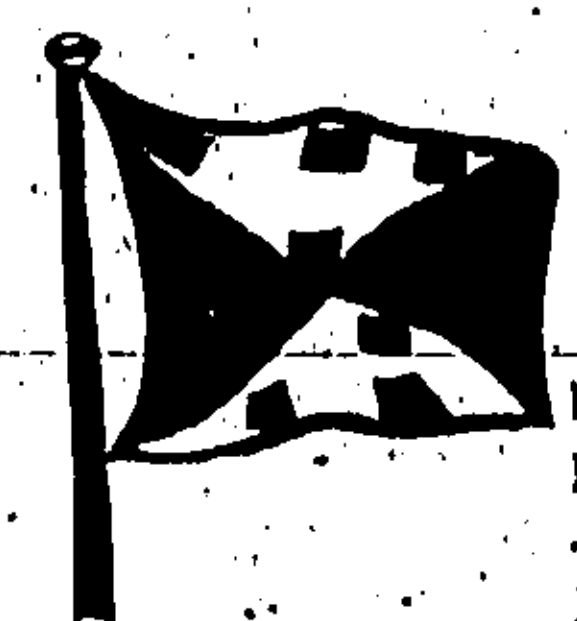
\* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly  
qualified Surgeon is carried.\* Taking Cargo and Passengers at through Rates for all New Zealand and other Australian  
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 8th December, 1905.



## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila—Saloon midships—Electric  
Light—Perfect Cuisine—Surgeon and Stewardess carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 16th Dec.
RUBI	2540	R. Almond	"	SATURDAY, 23rd Dec.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 9th December, 1905.



## HONGKONG—NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	About
"INDRANI"	FRIDAY, 15th December.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 23rd October, 1905.

## BOO CHEONG,

STATIONER AND PAPER MERCHANT,  
No. 20, Fanning Street.HAS always on hand all varieties of  
Stationery, Printing and Note Papers,  
Copying Presses, also Automatic Cyclostyle  
and Steno-Duplicator.  
Hongkong, 23rd February, 1905.

## NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, the AGENTS, nor  
the OWNERS will be RESPONSIBLE  
for any DEBTS contracted by the Officers or  
the Crews of the following vessel during her  
stay in Hongkong Harbour—  
CELTIC CHIEF, British ship, Captain John  
Jones—Standard Oil Co.

## Shipping—Steamers.

## HONGKONG-MACAO LINE.

S.S. "WING CHAI"  
Captain T. AUSTIN, R.N.R.THIS Steamer departs from Hongkong on  
Week Days, at 8 A.M. and on Sundays  
at 8.30 A.M. Departs from Macao, on Week  
Days at 2.30 P.M. and on Sundays at 5.30 P.M.,  
if tide permits.FARES—Week Days, 1st Class, including  
Cabin and servant, Single 3s; Return Ticket,  
5s; 2nd Class, 2s; 3rd Class, 1s.Every Sunday will be an Excursion, at the  
following rates—1st and 2nd Class, Single  
Ticket, 1s; Return, 2s; 3rd Class, Single, 3d  
cents, Return, 5d cents; Steerage, 10 cents.Breakfast, Tiffin and Dinner can be supplied  
either on Board, or at the Macao Hotel, for  
returning passengers only, at an extra charge  
of 3s.On Sundays, passengers desiring to have a  
Private Cabin which has accommodation for  
two or more passengers, will be charged 3s  
extra.First Class Passengers, who do not care to  
return on the Excursion-Sunday, will be allowed  
to do so the following day (Monday) on pro-  
duction of the Return Half Ticket. Should  
the Steamer not run on the Monday, owing to  
the Boiler cleaning, due notice will be given  
by the Captain, and the Half Ticket will be  
available for the following day.  
The Steamer is lit throughout by Electricity.  
The Steamer's wharf at Hongkong is at the  
Western end of Wing Lok Street.MING ON & Co.,  
2nd Floor, No. 16, Victoria Street.  
Hongkong, 9th October, 1905.

## STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW"	1,309	T. R. MEAD.
"KWONG TUNG"	1,338	H. W. WALKER.

Leave Hongkong for Canton at 9 every  
evening (Saturday excepted).Leave Canton for Hongkong about 5.30  
o'clock every evening (Sunday excepted).These Fine New Steamers have unexcelled  
Accommodation for First Class Passengers and  
are lit throughout by Electricity. Electric Fans  
in First Class Cabins.Passage Fare—Single Journey ...3s  
Meals ...1s each.The Company's Wharf is a short distance  
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and  
YUEN ON S.S. CO., LD.,  
No. 8, Queen's Road West.

Hongkong, 23rd August, 1905.

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY

## COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C. AND TACOMA.

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Lyra	4,417	G. V. Williams	27th Dec.
Platola	3,753	F. G. Purington	to follow.
Shawmut	9,600	E. V. Roberts	to follow.
Hyades	3,753	Geo. Wright	to follow.
Tremont	9,600	T. W. Garlick	to follow.

\* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARDESS.The twin-screw s.s. Shawmut and Tremont  
are fitted with very superior accommodation  
for first and second class passengers. The  
large size of these vessels ensures steadiness  
at sea. Electric fan in each room.Barber's shop and steam-laundry. Cargo  
carried in cold storage.

For further information, apply to

DODWELL &amp; CO., LIMITED

General Agents.

Queen's Buildings.

Hongkong, 9th December, 1905.

## REGULAR STEAMSHIP SERVICE

## TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship About

"GHAEZEE" 11th December.

"LOTHIAN" 14th December.

"ATHOLL" 3rd January.

For Freight and further information, apply

DODWELL &amp; CO., LIMITED,

Agents.

Hongkong, 9th December, 1905.

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI VIA SWATOW	"WOSANG"	TUESDAY, 12th Dec., Daylight.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	TUESDAY, 12th Dec., 3 P.M.
SHANGHAI	"TINGSANG"	TUESDAY, 12th Dec., 3 P.M.
MANILA	"LOONGSANG"	FRIDAY, 15th Dec., 4 P.M.

\* Taking Cargo on through Bills of Lading to Chefoo and Yangtze Ports.

\* These Steamers have superior accommodation for First-class Passengers, and are fitted  
throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 9th December, 1905.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

## PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGAT ON COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARAGONIA"	5,195	Ernst	December 19th.
"NICOMEDIA"	4,370	Wagemann	December 22nd.
"NUMANTIA"	4,370	Metzenhain	January 7th, 1906.
"ARABIA"	4,483	Metzenhain	January 31st.

The S.S. "Aragonia" left Moji on the 8th instant, and is due to arrive here on the evening of  
the 13th or morning of the 14th.The S.S. "Nicomedia" left Astoria on the 14th ult., and is due to arrive here on or about  
the 14th instant.Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and  
United States Ports. For through rates of Freight and further information, communicate  
with or apply to

S. SILVERSTONE, Acting General Agent.

12

"BEN" LINE OF STEAMERS.

FOR MARSEILLES AND LONDON.

THE Steamship

"BENLOMOND"

Captain Henderson, will be despatched as above,  
on or about the 23rd instant.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 4th December, 1905.

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at Manila, Port Darwin and  
Queensland Ports, and taking through Cargo to  
Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"AUSTRALIAN"

Captain W. G. McArthur, will be despatched for  
the above Ports, on WEDNESDAY, the 27th  
instant, at Noon.This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
ber, which ensures the supply of Fresh Provi-  
sions, Ice, etc., throughout the voyage.This Steamer is installed throughout with  
the Electric Light.A Stewardess and a duly qualified Surgeon  
are carried.N.B.—To assure the additional comfort of  
passengers the steamers of the Company have  
electric fans fitted in all saloons.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 4th December, 1905.

## BRITISH INDIA STEAM NAVIGATION

## COMPANY, LIMITED.

FOR SINGAPORE AND RANGOON.

THE Company's Steamship

"ISMAILA"

Captain Stebbing, will be despatched as above,  
on FRIDAY, the 15th instant, at 4 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,  
Agents.

Hongkong, 8th December, 1905.

THE AMERICAN &amp; ORIENTAL LINE.

FOR NEW YORK AND BOSTON.

(With Liberty to Call at the Malabar Coast).

THE Steamship

"COULSDON"

Captain Henry, will be despatched for the  
above Ports, on or about TUESDAY, the 2nd  
January, 1906.

For Freight, apply to

ARNHOLD, KARBERG & Co.,  
Agents.

Hongkong, 8th December, 1905.

FOR SAN FRANCISCO.

THE Steamship

"DAKOTAH"

Captain Rose, will be despatched for the above  
Port, on or about TUESDAY, the 16th January,  
1906.

For Freight and further particulars, apply to

SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 21st November, 1905.

## Shipping—Steamers.

## FOR NAGASAKI AND WLADIVOSTOK.

THE Steamship

"TUNGUS"

Captain Halversen, will be despatched for the  
above Ports, on TUESDAY, the 12th instant,  
at 12 Noon, instead of as previously advertised.The steamer has Splendid Accommodation  
for Passengers.HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 8th December, 1905.

## COMPAGNIE DES MESSAGERIES

## MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND

YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS"

Captain Bourdon, will be despatched as above,  
on or about TUESDAY, the 12th instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,  
Agent.

Hongkong, 5th December, 1905.

NAVIGAZIONE GENERALE ITALIANA,  
(Florida and Rubattino United Companies).

STEAM FOR

BOMBAY VIA SINGAPORE AND

PENANG.

Having connection with Company's Mail  
Steamers to ADEN, SUEZ, PORT SAID,  
MESSINA, NAPLES, LEGHORN,  
and GENOA, alsoVENICE and TRIESTE, all MEDITER-  
RANEAN, ADRIATIC, LEVANTINE,  
and SOUTH AMERICAN PORTS

up to CALLAO.

(Taking Cargo at through Rates to PERSIAN  
GULF and BAGDAD, also BARCE-  
LONA, VALENCIA, ALICANTE,  
ALMERIA and MALAGA).

THE Steamship

"CAPRI"

Captain Belsito, will be despatched as above,  
on WEDNESDAY, the 13th instant, at Noon.At BOMBAY, the Steamer is discharging in  
Victoria Dock.For further Particulars regarding Freight  
and Passage, apply toCARLOWITZ & Co.,  
Agents.

Hongkong, 8th December, 1905.

## Consignees.

## INDO-CHINA STEAM NAVIGATION

## COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Company's Steamship

"LAISANG"

having arrived from the above Ports, Consignees  
of Cargo by her are hereby informed that their  
Goods will be delivered from alongside.Consignees are required to sign a General  
Average Agreement before their Bills of  
Lading can be countersigned for delivery.Cargo impeding the discharge or remaining  
on board after MONDAY, the 11th instant,  
at 4 P.M., will be landed at Consignees' risk and  
expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 8th December, 1905.

## NOTICE TO CONSIGNEES.

STEAMSHIP "WINDSOR,"

FROM SOURABAYA.

THE above Steamer having arrived, Con-  
signees of Cargo are hereby requested to send  
in their Bills of Lading for Countersigning,  
and to take immediate delivery of their  
Goods from alongside.Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk  
and expense.No Fire Insurance will be effected by us in  
any case whatever.DODWELL & CO., LIMITED,  
Agents.

Hongkong, 7th December, 1905.

## NOTICE TO CONSIGNEES.

STEAMSHIP "DUNDAS,"

FROM JAVA.

THE above Steamer







